APPROVED – August 18, 2020

Woods Hole, Martha's Vineyard and Nantucket Steamship Authority

Report Issued under Section 15A of the Authority's Enabling Act

on the

Proposed 2021 Summer Operating Schedules

of the

Woods Hole, Martha's Vineyard and Nantucket Steamship Authority

Introduction

Section 15A of the Enabling Act of the Woods Hole, Martha's Vineyard and Nantucket Steamship Authority (the "SSA") requires the SSA to post and advertise in newspapers with general circulation in Falmouth, Barnstable, Martha's Vineyard, Nantucket and New Bedford all of its proposed schedule changes at least 60 days prior to their effective date. St. 1960, c. 701, §15A. Accordingly, the SSA placed advertisements of its proposed 2021 Winter, Spring, Summer and Fall Operating Schedules for the period from January 4, 2021 through January 4, 2022 in the following newspapers:

- The *Cape Cod Times* and *The Standard-Times* on April 29, 2020.
- *The Inquirer and Mirror* on April 30, 2020;
- *The Falmouth Enterprise* and the *Vineyard Gazette* on May 1, 2020; and
- *The Martha's Vineyard Times* on May 14, 2020.

The SSA's Enabling Act also provides that, if the SSA receives a petition within 30 days of those advertisements that is signed by not less than 50 persons who are residents of any of those communities requesting a public hearing on the proposed schedule changes, the SSA is to conduct a public hearing within 14 days of receiving the petition. On May 29, 2020, the SSA received a petition with respect to its proposed 2021 Summer Operating Schedules for the Martha's Vineyard route that was signed by 58 residents of the Town of Falmouth (**Appendix A**). Therefore, the SSA held a public hearing on its proposed schedules on Zoom (due to the COVID-19 pandemic) on June 11, 2020.

The Petitioners' Objection to the SSA's Proposed Schedules

In their petition (**Appendix A**), the 58 Falmouth residents have objected to the SSA's scheduling of a 5:30 a.m. freight trip from Woods Hole[1] before the SSA's Long-Range Vineyard Transportation Task Force has begun to function, and they have requested that the SSA postpone approval of a 5:30 a.m. freight trip from Woods Hole until a future date when the Long-Range Vineyard Transportation Task Force is functioning. As in the past, the petitioners have objected to large trucks traveling to that 5:30 a.m. ferry because they wake up Falmouth residents beginning at 4:45 a.m. and earlier. The petitioners do not object to cars traveling on that ferry.

The Public Hearing on the Proposed Schedules

SSA Members James M. Malkin (Dukes County), Kathryn Wilson (Falmouth), Robert F. Ranney (Nantucket) and Robert R. Jones (Barnstable) attended the public hearing on the proposed 2021 Summer Operating Schedules via Zoom. Also attending the hearing via Zoom were the SSA's General Manager Robert B. Davis, Communications Director Sean F. Driscoll, Director of Shoreside Operations Alison Fletcher, Counsel Steven M. Sayers, and 56 other people, 15 of whom gave testimony that day. Their testimony is summarized below:

1. Damien Kuffler (Woods Hole) – Mr. Kuffler referred to the economic crisis that the SSA has found itself in during this pandemic and said the financial problems are largely attributable to its Enabling Act. He requested a modification of the SSA's Enabling Act and asked for a clear definition of what the SSA's slogan means to be the "Lifeline to the Islands."

2. Christine Todd (Dukes County Commissioner, Vice Chair, Oak Bluffs) – Ms. Todd expressed concern that changing the 5:30 a.m. freight ferry to New Bedford would increase the costs of freight and transportation that would be passed on to island residents who were already taking a hit during this pandemic. Further, she cited concerns that moving one freight boat to New Bedford would open up the possibility of too many boats operating out of New Bedford and she called for a cost-effective way to continue to manage all freight out of the Woods Hole route.

3. Keith Chatinover (Dukes County Commissioner, Edgartown) – Mr. Chatinover reiterated Ms. Todd's sentiments and said that New Bedford was not an alternative to consider. He said the 5:30 a.m. freight boat must continue to operate out of Woods Hole as it was critical for the transportation of goods and services to the island and occurred during an hour when it would not cause traffic congestion for island residents who would be out and about at later hours. He sympathized with the people of Woods Hole but emphasized the criticality

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[1] As advertised, the SSA's proposed 2021 Summer Operating Schedules for the Martha's Vineyard route (**Appendix B**) include a 5:30 a.m. trip from Woods Hole with the Motor Vessel *Governor* from May 19, 2021 through October 18, 2021.

of both the Woods Hole to Vineyard Haven and Vineyard Haven to Woods Hole trips that bring products and supplies to vendors.

4. Tristan Israel (Dukes County Commissioner, Chair, Tisbury) – Mr. Israel stated that he supported the two previous statements by his fellow Dukes County Commissioners. He said he sympathized with Woods Hole residents but stressed the importance and vitality of the 5:30 a.m. freight ferry to the island of Martha's Vineyard.

5. Leon Brathwaite (Duke County Commissioner, West Tisbury) – Mr. Brathwaite inquired whether this was an issue of twenty (20) trucks or ten (10). He reasoned that either number was not a lot of traffic and sincerely hoped that the SSA would continue its 5:30 a.m. freight trip so that products could be brought to the island's vendors and shelves could continue to be stocked in a timely manner.

6. Melinda Loberg (Tisbury Selectman, Chairman, Tisbury) – Ms. Loberg said crucial goods and services were delivered on the 5:30 a.m. freight ferry. She said that everyone chooses where they live and all places have different negative impacts. She empathized with the residents of Woods Hole as she, too, lived near the SSA's port of Vineyard Haven and can hear the trucks backing up and unloading at all hours of the day. She further argued that people living on the mainland have the benefit of traveling on roads that operate twenty-four hours a day, seven days a week, versus the people on the islands who travel on roads with restrictions that prevent them from traveling before 5:30 a.m. or after 9:45 p.m. and the SSA was already packing a lot into a short period of time. Ms. Loberg made it known that she was in favor of keeping the 5:30 a.m. freight boat for the businesses on Martha's Vineyard.

   Later in the hearing, Ms. Loberg responded to another person's testimony on trucks downshifting on Woods Hole Road; she said that there need to be efforts in enforcement to reign in truck drivers who behave that way. She also said that she did not want to leave anyone with the impression that the island is unwilling to think about any other alternatives, citing two previous studies on moving freight ferries to New Bedford and discussions with Mr. Packer on ways to help the SSA eliminate freight with the use of his barge. She said the inquiries into New Bedford came back with considerably higher costs than Woods Hole and, although they have had many conversations with Mr. Packer, none of them elicited a solution to date. Ms. Loberg also stated that she wanted to impress on everyone that she was happy to investigate other options if another alternative were presented.

7. Jonathan Goldman (Woods Hole) – Mr. Goldman applauded Mr. Kuffler's previous comments on the SSA's statutory mission to serve as "Lifeline to the Islands" and called for a detailing of the products that were being delivered during these early morning freight ferries that were deemed crucial and vital to the island. He wanted to know if they were time sensitive or medical products or other life-saving devices. Mr. Goldman agreed that everyone has made choices as to where they live but that the disturbances to the village of Woods Hole never seem to pan out and some kind of agreement needs to be made between the mainland and Martha's Vineyard that allows for both give and take. From his perspective, the people of Woods Hole must "take it" because they live on the mainland

with access to roads twenty-four/seven (24/7) whereas the people on Martha's Vineyard do not have the same access to travel. He further stated that there is no oversight or group looking over what the SSA is doing and that this same issue regarding early morning freight has been falling on deaf ears for countless years. He urged all communities involved to look for ways to ensure that both Woods Hole and Martha's Vineyard do not suffer. He reiterated Mr. Kuffler's request for an explanation of what is being transferred and how it is being transferred so that a logistical solution could be investigated.

8. John Woodwell (Woods Hole) – Mr. Woodwell called attention to Ms. Loberg's previous testimony and said that her statements about choosing to live on the island, limitations of travel and the crucial, essentialness and vitality of goods are just not true. He expressed his opinion that "waking up one's neighbor at 4:45 in the morning is inconsiderate"; that "waking up one's neighbor at 4:45 in the morning repeatedly is rude"; and that "defending one's right to do so as somehow 'vital,' 'must,' 'essential,' 'crucial'" is "absurd and offensive to hear." He called for freight trucks to be sent to New Bedford, citing a freight program from 2000-2001 that was run by Craig Johnson of Flagship Management in Florida which Mr. Woodwell said was lucrative for Mr. Johnson but caused the SSA to lose money under its own poor management. He urged the SSA to move forward by reducing both the number of cars and the number of trips to Martha's Vineyard and moving the 5:30 a.m. freight boat to a more appropriate time. He noted that the 5:30 a.m. freight boat had only been added to the schedule in 2012, and therefore, it was not essential, saying that "there is no crisis without a 5:30 boat."

   Mr. Woodwell later urged all hearing participants to look up and read Garrett Hardin's "Tragedy of the Commons" and, in doing so, to think about all the costs of these early morning freight ferries, including the costs that are transferred to the residents of Woods Hole, the costs to the environment, and the costs to the taxpayers.

9. John Gore (Woods Hole) – Mr. Gore, who lives in Woods Hole just past Church Street, opposite the Treehouse Lodge motel, advised the SSA to take the lead on "traffic calming" before adding more trips to its schedule. He suggested working with local authorities, posting signs, adding speed traps and otherwise engaging police to mitigate the problems created by truck drivers on Woods Hole Road as they enter and exit the port. He stated that he cannot use his front bedroom due to the affronting noise of the trucks. He said that the way the trucks are "racing" to meet deadlines as they come in and out of Woods Hole, as well as the noise they create, "is very loud, is very dangerous, and is very threatening." He was amazed there had yet to be any fatalities caused by the "reckless" driving of trucks on Woods Hole Road. Mr. Gore recognized that speed is one of the biggest issues but also felt trucks could be noisy even without the factor of speed.

10. Stephen Laster (Woods Hole) – Mr. Laster noted that this was his first hearing and that he appreciated being given the opportunity to speak via the video conferencing platform due to the current pandemic restrictions. He voiced his concern that while it was important to give public officials the opportunity to speak first, it was not appropriate for them to speak first if they were solely speaking on their own behalf and that it was especially intimidating and difficult for him to speak out as a citizen when he felt the public officials' arguments

were based only on opinion with no evidence. Mr. Laster urged the SSA and all communities to work together to find a logistical solution that would benefit everyone involved. He suggested freight trucks could be scheduled later in the day to ready the island businesses for their morning supplies and stock just as easily as they'd been doing via the early morning freight trips. He called for a new initiative, including an evaluation of any biases like the aforementioned practice of allowing public officials to speak first, and a solution that would give the residents of Woods Hole a peaceful night's rest.

11. Eugenie Kuffler (Woods Hole) – Ms. Kuffler stated that she had been to the last hearing on the SSA's operating schedules at Falmouth High School on September 9, 2019 to protest early morning trucks and the situation had yet to improve. She felt the quality of life for persons in Woods Hole, specifically the social eco-system, was hampered by the third slip under construction that would be taking out a piece of the Luscombe Ave sidewalk where people, both locals and travelers, shared space while they waited for the ferry or rested from the bike path. Ms. Kuffler suggested the SSA reduce its schedule, starting with the 5:30 a.m. freight trip out of Woods Hole, and conduct a traffic study to find a solution that would maintain the quality of life that the residents of Woods Hole strived to uphold.

12. Phil Richardson (Woods Hole) – Mr. Richardson, another resident of Woods Hole, said he looks out his window to see the barges owned by Mr. Packer (of R.M. Packer Co.) traveling with freight, fuel and trucks on its daily trips to the island and suggested that the SSA seek out Mr. Packer's assistance in putting their freight from the 5:30 a.m. trip onto his barge.

13. Becky Conners (Woods Hole) – Ms. Conners, manager of the Sands of Time Inn on Woods Hole Road and resident living just across the street at the corner of Church Street and Woods Hole Road, complained of not being able to use her front bedroom as Mr. Gore had also stated. She expressed safety concerns every time she had to cross the road between work and home due to the high speed of truck drivers especially as they came around the bend by Church Street. Ms. Conners reiterated some of the noise complaints made prior, describing the downshifting of trucks as a "horrible, loud, jarring noise." She further stated that she would be willing to lend her driveway to local police to enact traffic enforcement in that area.

14. Dawna Hammers (Woods Hole) – Ms. Hammers said that she had moved to Woods Hole from a similar community in Vermont where she had been plagued by a freight train crossing much like the truck traffic of Woods Hole Road. She works in downtown Falmouth and has witnessed trucks driving at "scary" and excessive speeds around the tight bend in the road just before Main Street. Her primary concern was for the endangerment of persons who could potentially be killed on that road by one of the trucks. She also expressed concern for the safety of animals in the area and both environmental and noise pollutants caused by the trucks. Ms. Hammers asked the SSA to devise a "creative solution" and suggested that the SSA transfer freight from the 5:30 a.m. trip to New Bedford or to other boats on the SSA's schedule at later times of day.

15. Nat Trumbull (Woods Hole) – Mr. Trumbull, a resident of Woods Hole, stated that his goal was to correct any inaccuracies that had been primary talking points for years by the SSA.

He prefaced his testimony by summarizing the three topics he would address, including the short history of the 5:30 a.m. freight trip, the economics and environmental impacts of using New Bedford as a supplemental port, and the current petition that led to this hearing.

On the topic of the relative newness of the 5:30 a.m. trip, which began in 2012, Mr. Trumbull reminded all participants that the Dukes County SSA Member at the time, Marc N. Hanover, had cautioned against the potential need to discontinue the early morning freight trip due to excessive noise. He also made reference to a Port Council member who had voted against adding the 5:30 a.m. trip to the 2012 schedule. Mr. Trumbull said that the length of trucks on the 5:30 a.m. trip needed to be considered with trucks of a certain length being sent on later ferries. He invited participants to review the commentary of hearings past on the same topic, to review the Cape Cod Commission's annual traffic report; and to review audio and video of disturbances from the 5:30 a.m. freight boat on a website created for the traffic concerns in Woods Hole (woodshole.net). Mr. Trumbull reiterated the importance of investigating the nature of the goods and asked what the nature of the urgency was with which they must be brought to the island of Martha's Vineyard so early each day. From his physical view, he saw mostly gravel, stone, mulch, trash and recyclables, none of which he considered time-sensitive.

Mr. Trumbull recognized that the island has concerns with the high costs of moving the freight boat to another boat out of New Bedford. He instead proposed that freight be moved by barge from the Bourne and Wareham area to Martha's Vineyard. He suggested that the costs of traveling by barge would be less than traveling by boat; the water route was a more direct route and had a larger footprint and therefore was better for the environment; and he estimated that 70% to 80% of trucks coming into Woods Hole probably passed through New Bedford and this alternative would combat the ever-increasing issue with congestion on Cape Cod. Mr. Trumbull pointed out that the operator of the New Bedford freight ferry experiment of 2000-2001 had made money on the route but its mismanagement by the SSA only led to confusion for truck drivers making reservations, poor timing of schedules and a loss in revenue for the SSA itself. Further, he said that the SSA has been unwilling to accept proposals for freight out of New Bedford and suggested that moving freight trucks to New Bedford would open up valuable spaces for vehicles for both residents of the island and Woods Hole and Falmouth who have been complaining about the lack of available reservations.

Directing his attention to the current petition, Mr. Trumbull noted that while this was an unusual year in which the SSA's Board needed to spend much time and consideration on the financial impacts of the pandemic, keeping the 5:30 a.m. freight ferry was "not a way to save money." He referenced again how the trip had only come into the schedule eight (8) years ago and, therefore, could not be as critical as its proponents had claimed since supplies and goods had been delivered to island's vendors for so many years prior without issue. Since 2012, he also noted three (3) round-trip freight boats had been added to the schedule later in the day. In dealing with issues related to the current pandemic, Mr. Trumbull observed that the SSA had made several changes in its schedule the past few months and inquired why there couldn't be change around the 5:30 a.m. freight trip. He urged the SSA to shorten its inclusion in its summer schedule from one that lasted six (6)

months, from May to October, during a time when roads are already congested. He didn't see a need to rush into approving the 2021 operating schedules at this time. Mr. Trumbull felt the SSA was unwilling to compromise and was concerned that the SSA was only acting for its financial gain, was unethical in its inability to consider other solutions, and was alienating the residents of Woods Hole by not listening to their concerns. Mr. Trumbull urged the town of Falmouth to look at the way Barnstable made an agreement with the SSA restricting its schedule to a maximum number of trips every day. He further argued that Falmouth could have more to say on the use of travel on Woods Hole Road since the state highway of Woods Hole Road did not extend all the way to the SSA's port.

Mr. Trumbull concluded his testimony with a call for the SSA to change its Enabling Act but requested one line remain from section six (6): "The exercise of the powers granted by this act will be in all respects for the benefit of the people of the commonwealth, for the increase of their commerce and prosperity, and for the improvement of their health and living conditions." He called for the SSA to "live up this line" and reminded participants that "it is our Commonwealth too."

Written Testimony Regarding the Proposed Schedules

Although Section 15A of the SSA's Enabling Act requires it only to consider the testimony given at the June 11, 2020 public hearing, the SSA decided that, because parties who may be affected by the proposed schedule changes may not be able to attend the hearing, it should in fairness also consider any written testimony that is submitted regarding the proposed schedule changes. Therefore, in its Notice of Public Hearing, the SSA stated that it would consider such written testimony that is submitted electronically to schedules@steamshipauthority.com or addressed to General Manager Robert B. Davis.

Copies of all of the written testimony received by the SSA are included as **Appendix C** to this report and, therefore, that testimony does not need to be (and is not) described herein. The following individuals submitted written testimony:

1. Douglas Amon (Woods Hole);
2. Rod & Carissa April (Woods Hole);
3. Jane Evelyn Atwood (Woods Hole);
4. B. J. Atwood-Fukuda & Koichi Fukuda (Woods Hole);
5. Bob Bennett (Falmouth);
6. Ed Brakeman (Woods Hole);
7. Roberta Brooks (Woods Hole);
8. Becky Conners (Woods Hole);
9. Kate Nace Day (Woods Hole);
10. Paul & Mia De Weer (Woods Hole);
11. G. L. Dunn (Woods Hole);

12. Edgartown Board of Selectmen (Edgartown);
13. Jan Elliott (Woods Hole);
14. Gerry Fine (Falmouth);
15. Ted & Meg Fitzelle (Woods Hole);
16. E. M. Frye (Woods Hole);
17. Jonathan Goldman (Woods Hole);
18. Nicole Goldman (Woods Hole);
19. John C. Gore (Woods Hole);
20. John W. Grande (Tisbury);
21. Dawna Hammers (Woods Hole);
22. David Hastings (Woods Hole);
23. Jennifer Hastings (Woods Hole);
24. Marko Horb (Falmouth);
25. Richard Hugus (Woods Hole);
26. Robert Jaye (Woods Hole);
27. Robert Kinnecom (Tisbury);
28. Damien Kuffler (Woods Hole);
29. Eugenie Kuffler (Woods Hole);
30. Suzanne Kuffler (Woods Hole);
31. Stephen Laster (Falmouth);
32. Paul E. Lobo (Falmouth);
33. Richard Lovering (Woods Hole);
34. James Mavor (Woods Hole);
35. Margaret McCormick (Woods Hole);
36. Bruce McNamee (Edgartown);
37. Dianne McPherson (Woods Hole);
38. Russell G. Murphy (Falmouth);
39. Ann Newbury (Woods Hole);
40. Jim Newman;
41. Trina Novak (Woods Hole);
42. Oak Bluffs Board of Selectmen (Oak Bluffs);
43. David Prosten & Sarah Flynn (Falmouth);
44. Patricia Riccardelli (Woods Hole);

45. Philip Richardson (Woods Hole);
46. Nan & Walter Schanbacher (Woods Hole);
47. Ann Sears (Falmouth);
48. Peter Shile (Woods Hole);
49. Deborah Siegal & Richard Payne (Falmouth);
50. Andrew Solow (Woods Hole);
51. Pam & Wallace Stark (Woods Hole);
52. Betsy Stegeman (Woods Hole);
53. Judith Stetson (Woods Hole);
54. Nathaniel Trumbull (Woods Hole);
55. Dave & Pat Tucker (Woods Hole);
56. Unknown;
57. Unknown (Woods Hole);
58. Jane Vose;
59. John Vose;
60. Stephen & Carol Wagner (Woods Hole);
61. Don & Myrna Weiss (Woods Hole);
62. John Woodwell (Woods Hole); and
63. Barbara Zeidan.

History of the SSA's Early Morning Trips from Woods Hole

The history of the SSA's early morning trips from Woods Hole is described in the previous reports it issued on August 15, 2017 on the SSA's proposed 2018 Winter and Spring Operating Schedules (the "August 15, 2017 Section 15A Report") and on October 17, 2017 on the SSA's proposed 2018 Summer and Fall Operating Schedules (the "October 17, 2017 Section 15A Report"). In summary:

- Until 2007, the SSA's first regularly scheduled trip from Woods Hole was a freight trip that left at 6:15 a.m. that was designated as a hazardous cargo trip on Mondays through Fridays throughout the year (as well as on Saturdays during the summer operating schedules).

- Since 2007, the SSA has regularly scheduled the first trip of the *Island Home* (or a substitute ferry) to leave Woods Hole at 6:00 a.m., the same time that the *Martha's Vineyard* (or another substitute ferry) historically has made (and continues to make) its first daily sailing from Vineyard Haven.

- In September 2011, the SSA tried out a revised schedule for the *Governor* on a trial basis, having its first trip leave Woods Hole at 5:45 a.m. instead of 7:30 a.m. through the remainder of the 2011 Late Summer Operating Schedule.

- Since 2012, the SSA has regularly scheduled the first trip of the *Governor* to leave Woods Hole at 5:30 a.m. during the summer operating schedules.

- In 2013, the SSA began regularly scheduling its first freight trip to leave Woods Hole at 5:30 a.m. during the spring operating schedules as well, but for the reasons described in the August 15, 2017 Section 15A Report this 5:30 a.m. trip has not been operated during any of the SSA's spring operating schedules since 2017.

- In 2015, the SSA also regularly scheduled its first freight trip to leave Woods Hole at 5:30 a.m. during the fall operating schedule. However, in 2016 the SSA stopped operating this trip during the fall operating schedule on December 8, 2016; in 2017 the SSA stopped operating this trip on October 28, 2017; and this trip has not been operated during any of the SSA's fall operating schedules since then.

- By contrast, in its October 17, 2017 Section 15A Report, the SSA concluded that it could not continue to fulfill its statutory obligation of providing adequate transportation for the island of Martha's Vineyard during its summer operating schedules without continuing to operate its 5:30 a.m. freight trip from Woods Hole. However, in order to mitigate the impact of that trip on Woods Hole residents, it adopted certain new operating policies for that trip beginning in 2018, including the following:
  - Limiting the size of the trucks the SSA carries on its 5:30 a.m. freight trip from Woods Hole to trucks that are less than 40 feet in length, so that less noise is generated by the trucks that drive to the SSA's Woods Hole terminal in the early morning hours.
  - Requesting that freight shippers participating in the SSA's bulk freight reservation program who request reservations on the 5:30 a.m. freight trip from Woods Hole have their truck drivers not exceed the speed limit on any roads in Falmouth or 35 miles per hour, whichever is lower, in order to reduce the noise from those trucks even more.
  - Reviewing all of the SSA's other efforts to mitigate noise from the early morning operations of the Woods Hole terminal, including but not limited to prohibiting trucks from arriving at the terminal earlier than necessary to be processed and loaded onto the SSA's ferries, to ensure that those efforts are followed and to see how they can be improved.

- In 2019, the SSA ran essentially the same summer operating schedules that it had run in 2018 (and with the same new operating policies for the 5:30 a.m. freight trip from Woods Hole), and approved them again for 2020 for the period from May 15, 2020 through October 20, 2020. However, due to the emergency created by the COVID-19 pandemic, beginning March 22, 2020, the SSA modified its operating schedules to reduce the amount of its service from what had been originally approved and, as a result, the SSA did not begin to operate the 5:30 a.m. freight trip from Woods Hole this year until June 17, 2020.

As now proposed, the SSA's 2021 Summer Operating Schedules would operate from May 19, 2021 through October 18, 2021, beginning four days later and ending two days earlier than the summer operating schedules the SSA originally had approved for 2020. As a result, the SSA's proposed 2021 Summer Operating Schedules for the Martha's Vineyard route essentially would be the same summer schedules as the SSA ran in 2018 and 2019 (as well as the same summer schedules that were approved for this year), which included the 5:30 a.m. freight trip from Woods Hole with the motor vessel *Governor* during this time period. The SSA is also proposing to continue to limit the size of the trucks the SSA carries on its 5:30 a.m. freight trip from Woods Hole to trucks that are less than 40 feet in length, which it began doing in 2018, so that less noise is generated by the trucks that drive to the SSA's Woods Hole terminal in the early morning hours.

Discussion

A. The SSA needs to continue to operate its 5:30 a.m. freight trip from Woods Hole during its 2021 Summer Operating Schedules.

There should be no mistake in anyone's mind that the SSA's paramount interest is to ensure that the islands of Martha's Vineyard and Nantucket are provided with adequate transportation of persons and necessaries of life on a year-round basis. The island economies are and will continue to be strongly affected by the cost of their transportation service to and from the mainland, whether it is paid for entirely through passenger, freight or automobile rates or through a combination thereof. Either inadequate service or unnecessarily expensive service will jeopardize their future. Frequency and reliability of service are still the key to their stability and well-being. Accordingly, the interest of the islands is paramount and must be the overriding consideration in evaluating the SSA's proposed operating schedules.

In this regard, island officials have adamantly opposed the elimination of the 5:30 a.m. freight trip from Woods Hole during the SSA's summer operating schedules, arguing that eliminating the trip would have a substantial adverse impact on the island because the island's residents, businesses and daily commuters rely on the early morning boats for their workforce and daily deliveries. In addition, they argue that any reduction in ferry service during the early morning would increase traffic congestion on the island, impede public transit service, and prevent the smooth and timely flow of goods and services to the island. As stated for the Edgartown Board of Selectmen by Edgartown Town Administrator James Hagerty, in his June 24, 2020 letter to the SSA's Board:

> The Board of Selectmen of Edgartown were very distressed to hear, particularly now, that the Steamship Authority is considering stopping the 5:30 a.m. freight boat to Martha's Vineyard. This boat is vital to the Vineyard and the Town of Edgartown. Just nine months ago a public hearing was held on this same topic and the Island Towns were very clear in their position; the 5:30 a.m. ferry is crucial to the logistics of the Island.
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> This essential service facilitates everything from medical appointments to connecting flights from Logan Airport. It would be unfeasible to expect the delivery of food and other supplies to occur mid-morning when Edgartown's

> antiquated roads are filled with traffic and pedestrians. During this trying time we need to set conditions for the success of commercial enterprises and the Island's majority, rather than implement haphazard changes that would only benefit a small minority of Falmouth residents. In the next several weeks the Island's population will swell to over 100,000 people. The second and third order effects of this surge can only be negated by a steady stream of supplies flowing from the mainland. An interruption of service in any fashion would ultimately be extremely detrimental to this cycle.

Similarly, on behalf of the Oak Bluffs Board of Selectmen, Oak Bluffs Town Administrator Robert L. Whritenour, Jr. wrote to the SSA's Board on June 12, 2020, saying:

> The Board of Selectmen of the Town of Oak Bluffs became aware as a body that the Steamship Authority would be conducting another public hearing today for the purpose of hearing yet another [] request to reduce service to the Island of Martha's Vineyard by eliminating the 5:30 A.M. ferry. At their regular meeting held June 9, 2020, the Board of Selectmen voted to direct me to prepare correspondence to you reiterating their strong opposition to this reduction in service and to urge you to reject this latest proposal. Just nine months ago a public hearing was held on this same topic and the Island communities were very clear in pointing out the tremendous negative impact that this change would have on our residents. The repeated requests to bring this matter up over and over amount to nothing short of bullying tactics to interfere with service to the Island.
>
> The Oak Bluffs Board of Selectmen sent a detailed letter outlining their issues and concerns in September of 2019, and they have asked that I include this letter with my correspondence to clearly outline their concerns which are the same now as they were less than a year ago.[2] Whether it is access to medical services and doctor appointments, or the delivery of food and other critical supplies, the early boat fulfills an enormously important role in preserving a modicum of the quality of life enjoyed by mainland residents. It now appears mean-spirited and abusive of the public process to repeatedly attempt to deny these most basic connections for the residents of Martha's Vineyard in light of the demonstrated need.

As the island officials have pointed out, the SSA has twice previously concluded that it needs to continue to operate its 5:30 a.m. freight trip from Woods Hole during its summer operating schedules based upon essentially the same testimony it has received in connection with this most

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[2] The letter from the Oak Bluffs Board of Selectmen referred to by Mr. Whritenour was dated September 3, 2019 and signed by Brian Packish, as Chair of the Oak Bluffs Board of Selectmen. It is included in **Appendix C** to this report as part of the written testimony received by the SSA. It was also included in Appendix C to the SSA's October 15, 2019 Section 15A Report as part of the written testimony received by the SSA regarding its proposed 2020 Summer Operating Schedules, and the SSA quoted from that letter on pages 10-11 of its previous report.

recent hearing. Indeed, the SSA reached this conclusion most recently less than a year ago in the report it issued on October 15, 2019 on its proposed 2020 Summer Operating Schedules (the "October 15, 2019 Section 15A Report") and there has been no material change in the relevant circumstances since that report was issued.[3] Accordingly, the SSA once again concludes that it needs to continue to operate its 5:30 a.m. freight trip from Woods Hole during its 2021 Summer Operating Schedules not only based upon the further written testimony it has received from island officials, but also for the same reasons it concluded it has needed to continue operating that trip during its 2018 and 2020 summer operating schedules. Those reasons were described in detail in the SSA's previous October 17, 2017 Section 15A Report and its previous October 15, 2019 Section 15A Report, and the SSA incorporates those two reports in this report by reference.[4]

B. The SSA expects that the Long-Range Vineyard Transportation Task Force will soon be meeting to attempt to identify reasonable steps that can be taken to address issues and concerns about freight and other traffic in the SSA's affected communities on a long-term basis.

Even the 58 Falmouth residents who submitted their petition to the SSA seem to recognize that there is a need for the SSA to continue operating the 5:30 a.m. freight trip during its summer operating schedules until long-term solutions for the communities' regional traffic problems are developed and implemented. In their petition, the 58 Falmouth residents have only objected to the SSA's scheduling of a 5:30 a.m. freight trip from Woods Hole before the SSA's Long-Range Vineyard Transportation Task Force (the "Task Force") has begun to function, and they have requested that the SSA postpone approval of a 5:30 a.m. freight trip from Woods Hole only until a future date when the Task Force is functioning.

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[3] Earlier this year, the SSA experienced a precipitous drop in traffic during the initial months of the COVID-19 pandemic. In response, the SSA temporarily reduced the level of service it provided to Martha's Vineyard, including delaying the commencement of the 5:30 a.m. freight trip from Woods Hole from May 15, 2020 to June 17, 2020, until the SSA's vehicle traffic, particularly its freight traffic, began to return to 2019 levels. This delay in the commencement of the 5:30 a.m. freight trip this year demonstrates that the SSA is scheduling the 5:30 a.m. freight trip only when the SSA believes it is necessary to fulfill its statutory obligation of providing adequate transportation for the island of Martha's Vineyard. Indeed, even though there are good reasons to schedule the 5:30 a.m. freight trip from Woods Hole on a year-round basis, in 2017 the SSA decided to eliminate that trip during the spring and fall seasons in light of the competing interests of the Woods Hole community, and the SSA reversed its initial decision to operate it during the 2018 winter season for the same reasons as well. See p. 10, *supra*.

[4] Both reports can be found on the SSA's website, www.steamshipauthority.com. To view and download the reports, click on the "About Us" tab on the website's home page and then, when the "About Us" webpage loads, click on "Policies, Forms and Information." Scroll down that webpage to the section entitled "Reports on Proposed Operating Schedules" where links to the reports are included in the list of reports in that section.

The Task Force referred to by the petitioners was established on October 15, 2019 by a unanimous vote of the SSA's Board to work together with the Martha's Vineyard Commission, the Towns of Falmouth, Oak Bluffs and Tisbury, and the City of New Bedford, and with public input, to attempt to identify reasonable steps that can be taken to address issues and concerns about freight and other traffic in each of those communities on a long-term basis. Promptly after the Task Force was established, the SSA's General Manager, Robert B. Davis, designated himself and the SSA's Counsel, Steven M. Sayers, to be the SSA's representatives on the Task Force, and sent invitations to all of the communities asking them to participate in this endeavor and designate their representatives on the Task Force. Also, on January 21, 2020, the SSA's Board unanimously voted to include representatives of the Dukes County Commissioners on the Task Force as well.

On December 16, 2019, the Falmouth Select Board appointed Falmouth Selectman Douglas C. Brown and a town employee to be determined by Falmouth Town Manager Julian M. Suso to be their representatives on the Task Force. The Tisbury Select Board then asked Messrs. Davis and Sayers to attend their January 29, 2020 meeting to discuss the purpose of the Task Force and to answer any questions they might have. After that discussion, the Tisbury Select Board decided to seek volunteers to serve as Tisbury's representatives on the Task Force and advertised the availability of these positions on the Town's website, asking Tisbury residents to submit their letters of interest by March 23, 2021. Similarly, the Oak Bluffs Board of Selectmen asked Messrs. Davis and Sayers to attend their February 25, 2020 meeting to discuss this subject, after which they too agreed to appoint two representatives to the Task Force.

Unfortunately, on March 10, 2020, Governor Charlie Baker declared a state of emergency due to the COVID-19 pandemic and the efforts of all public officials on Martha's Vineyard were overwhelmingly devoted to ensuring the immediate health and safety of their residents rather than long-range transportation planning. Similarly, the SSA was confronted with an unexpected challenge to remain financially afloat amid a precipitous drop in traffic levels while at the same time developing and implementing new operational measures to address the dangerous health risks posed by the virus. Nevertheless, while it may have taken longer than the petitioners desired, in June and July 2020, the Dukes County Commissioners appointed Leon Brathwaite and Keith Chatinover as their representatives on the Task Force, the Martha's Vineyard Commission appointed Doug Sederholm and Jim Vercruysse, and the Tisbury Select Board appointed John Cahill. As a result, the Task Force now has a quorum of appointed representatives who are prepared to work collectively in their attempt to identify and develop long-term solutions for the communities' regional transportation issues.

C. Meanwhile, the SSA is continuing to attempt to find practical ways to mitigate noise generated by its Woods Hole ferry service that can be implemented sooner rather than later.

While the SSA envisions that the Task Force will present the best opportunity to identify and develop long-term solutions for the communities' traffic problems, it has attempted on its own to identify and implement feasible measures to mitigate the noise and other issues experienced by Falmouth residents due to the SSA's Woods Hole ferry terminal operations. Indeed, for the last several years the SSA has taken a number of actions to reduce the noise generated from the early morning operations at its Woods Hole terminal, which are described in the SSA's August 15, 2017

Section 15A Report, its October 17, 2017 Section 15A Report, and its October 15, 2019 Section 15A Report.

Nevertheless, at the September 9, 2019 hearing on the SSA's proposed 2020 Summer Operating Schedules, Falmouth residents made it clear that the SSA's efforts to mitigate noise from its ferry operations were not enough. In response, on October 15, 2019, the SSA established another working group (the "Working Group") with the Martha's Vineyard Commission and the Towns of Falmouth, Oak Bluffs and Tisbury to focus exclusively on identifying and developing reasonable and practical ways to monitor and enforce compliance with the SSA's current noise mitigation policies as well as identifying and developing additional ways to mitigate traffic issues arising from the SSA's Woods Hole ferry terminal operations which can be implemented sooner rather than later.

Promptly after the Working Group was established, the SSA's General Manager, Robert B. Davis, designated the SSA's Director of Shoreside Operations, Alison Fletcher, and the SSA's Counsel, Steven M. Sayers, to be the SSA's representatives on the Working Group, and sent invitations to all of the communities asking them to participate in this endeavor and designate their representatives on the Working Group. Also, on January 21, 2020, the SSA's Board unanimously voted to include a representative of the Dukes County Commissioners on the Working Group Force as well. On December 16, 2019, the Falmouth Select Board appointed Falmouth Selectman Douglas H. Jones and Woods Hole resident Nathaniel Trumbull to be their representatives on the Working Group. Then, in January and February 2020, both the Tisbury Select Board and the Oak Bluffs Board of Selectmen similarly agreed to appoint their representatives to the Working Group; but, again, those appointments were delayed during the state of emergency that Governor Charlie Baker declared on March 10, 2020 due to the COVID-19 pandemic.

In February 2020, even though the island communities had not yet appointed their representatives to the Working Group, the SSA and Falmouth Working Group members began working together to attempt to find ways to mitigate traffic and noise issues arising from the SSA's Woods Hole ferry terminal operations. This work has included:

- Discussing with Martha's Vineyard freight truck driver Steve Araujo noise and other traffic issues associated with freight trucks traveling on Woods Hole Road.
- Discussing with Falmouth Police Chief Edward Dunne possible ways how the Town of Falmouth can enhance enforcement of both the speed limit on Woods Hole Road and the no idling law on the SSA's Woods Hole terminal property.
- Preparing and sending out a revised version of the SSA's periodic letter to its regular freight customers, advising them that the SSA will be strictly enforcing its terminal traffic and noise mitigation policies and that they will forfeit their reservations if any of their drivers intentionally or repeatedly violate them. In the letter, the SSA also advises its freight customers that, in the future, freight carriers will not be allowed to make reservations for early-morning trips to or from Woods Hole for any truck that has a record of excessive noise on Woods Hole Road, whether the noise is due to the driver's use of the truck's Jake brakes or due to the truck's age or lack of proper maintenance.

- Posting new signs at the Woods Hole terminal telling people that the idling of engines in violation of the Massachusetts General Laws is prohibited and also telling them what the penalties are for violating the law.
- Creating a new SSA email address to receive emails from the public with specific complaints about excessive noise and traffic issues in Woods Hole due to the SSA's ferry operations. That new email address is Whtraffic@steamshipauthority.com.
- Adding "Woods Hole Traffic" to the list of subjects on the SSA's Customer Feedback webpage about which the public can contact the SSA via its website.
- Having the SSA's Operations and Communications Center monitor the Woods Hole terminal early in the morning to see if any trucks arrive at the terminal earlier than they are allowed. That information is provided to the SSA's Director of Shoreside Operations, Alison Fletcher, who is then responsible for contacting the freight customer to ensure their compliance with the SSA's allowed arrival times for the Woods Hole terminal.
- Adding language to the SSA's vehicle reservation confirmation emails asking all of the SSA's automobile and freight customers to obey all posted speed limits and all other traffic laws, signs and restrictions, and to drive at all times in a safe and courteous manner towards other drivers, bicyclists, pedestrians and residents of the SSA's surrounding communities.

In June and July 2020, the Dukes County Commissioners appointed John Cahill as their representative on the Working Group, and the Martha's Vineyard Commission appointed Mike Mauro. As a result, the Working Group now has a quorum of appointed representatives who are prepared to continue working collectively on attempting to find more short-term measures that can be taken to mitigate noise and traffic issues arising from the SSA's Woods Hole terminal operations.

D. The SSA would like to address specific issues and questions that were raised by Woods Hole/Falmouth residents in their testimony.

At the public hearing and in their written testimony, several Woods Hole/Falmouth residents raised specific issues and questions to which the SSA believes it should respond. They are as follows:

- The most frequent complaint raised by Woods Hole/Falmouth residents is their perception that the SSA has failed to take any steps to supplement its Martha's Vineyard freight route with an additional mainland port, such as New Bedford, which could be used for the transport of non-time-sensitive goods (*e.g.*, gravel, stones, bark mulch, trees, construction and demolition materials, trash and recyclables) and large freight trucks. But the SSA anticipates that the possibility of increasing the amount of freight service to Martha's Vineyard from New Bedford or another mainland port will be one of the topics explored by the Task Force as it investigates how the SSA will be able to accommodate the island's anticipated future traffic demands. Moreover, there already is a private company, Tisbury Towing & Transportation, Inc., that provides freight service for bulk, break-bulk and containerized cargoes to Martha's Vineyard from New Bedford by barge. In addition, in April 2016, the SSA issued a preliminary report on the feasibility of freight service between

New Bedford and Martha's Vineyard, in which it identified various alternatives for such a service, described how each of those alternatives would address the concerns and needs of the traveling public and each of the SSA's interested constituent communities (Martha's Vineyard, New Bedford and Woods Hole), and presented for further investigation and development a proposed potential model for the service that the SSA believes has the greatest chance of success over the long term. The SSA then hired Craig Johnson of Flagship Management to further explore the possibility of a freight ferry service between New Bedford and Martha's Vineyard that would be operated by a private vessel operator. In August 2017, Mr. Johnson issued his initial report in which he concluded that a private ferry operator could successfully provide a freight ferry service between New Bedford and Martha's Vineyard consistent with the SSA's proposed service model. See the SSA's August 15, 2017 Section 15A Report, at pp. 32-34 and Appendices G & H; and the SSA's October 17, 2017 Section 15A Report, at pp. 18-28 and Appendix E.

- Several Woods Hole/Falmouth residents observed that the SSA was able to operate prior to 2012 without a 5:30 a.m. ferry and they therefore questioned why the 5:30 a.m. ferry is essential today. In short, the 5:30 a.m. freight trip is necessary because the island's summer transportation demands have increased substantially since 2011, as shown by the 21% increase from 2011 to 2019 in the number of trucks carried by the SSA to and from Martha's Vineyard during the months of June through September. The SSA also notes that it has addressed this issue in detail in both its October 17, 2017 Section 15A Report and its October 15, 2019 Section 15A Report. Those reports demonstrated how all of the SSA's trips from early morning through late afternoon effectively have operated at full capacity over the past few years during the summer season to the point where scheduling the 5:30 a.m. ferry was the only way to ensure that all freight shippers carrying goods to Martha's Vineyard are able to travel to and from their island destinations during their drivers' regular working hours.

- Woods Hole resident Nathaniel Trumbull has stated that the SSA has only made "some minor changes in recent years to the length of the trucks allowed on the 5:30AM ferry," noting that only trucks that are less than 40 feet in length are allowed on that boat. The SSA does not consider this change to be a minor one, as it has imposed significant restrictions on how the SSA can load not just the 5:30 a.m. ferry, but all of its later ferries, in the most effective manner, and the principal reason for this limitation on the length of trucks that can travel on the 5:30 a.m. ferry is to reduce the amount of early-morning noise in Woods Hole. As the SSA described in its October 17, 2017 Section 15A Report, at pp. 34-36, the noise from an automobile traveling at 30 miles per hour (which may be around 62 decibels) is less than the noise from a medium (box) truck traveling at the same speed (which may be around 73 decibels), which in turn is less than the noise from a large truck (tractor trailer or tanker) also traveling at the same speed (which may be around 80 decibels).[5] Further, the box trucks carried on the 5:30 a.m. ferry are not equipped with

[5] Sound levels are a measure of pressure in air from its source to the surroundings, and are measured in decibels. Because the decibel scale is a logarithmic scale, changes in sound levels are not linear and sound levels cannot be added by ordinary arithmetic means. The intensity or "power" of a sound doubles roughly every 10 decibels.

engine compression brakes (so-called "Jake brakes"), which create even more noise when used on Woods Hole Road.

- Mr. Trumbull also reported that a citizens group had monitored truck traffic on the 5:30 a.m. freight ferry over a 10-day period from June 17 through June 26, 2020 and observed numerous times that trucks arrived at the Woods Hole terminal prior to the permitted time of 5:10 a.m. and were allowed by the SSA to check in. In response, the SSA notes that the 10-day period monitored by the citizens group began on June 17, 2020, the first day of the 5:30 a.m. freight trip this year. The SSA had decided to implement an initial educational approach towards truck drivers who arrived early for the 5:30 a.m. trip, handing each of them a copy of the letter it had sent to its regular freight shippers advising them of the SSA's terminal traffic and noise mitigation policies. Then, on June 24, 2020, the SSA began emailing the freight shippers' dispatch offices directly whenever one of their drivers arrived early. The freight shippers repeatedly apologized and assured the SSA that they would work with their drivers to make sure that they adhered to the allowed arrival times. They also expressed some confusion over the allowed arrival time for the 5:30 a.m. ferry because the SSA's standard vehicle confirmation email instructs all of the SSA's customers to arrive at least 30 minutes prior to sailing to guarantee their space. To dispel this confusion, the SSA created a "Confirmation Reminder" email that is now sent to all freight shippers with reservations for trips from Woods Hole to Martha's Vineyard telling them what the allowed arrival times are for the Woods Hole terminal.[6] Since then, truck drivers' compliance with the SSA's allowed arrival times has vastly improved and there is now

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[6] The email states (with the language that the SSA added after it resumed operating its originally scheduled 6:45 a.m. trip on August 10, 2020 in brackets):

> Trucks (whether traveling with reservations or on standby) are **prohibited** from arriving at the Woods Hole terminal prior to **6:30 a.m.**, except as follows:
>
> - Trucks with reservations for the 5:30 a.m. trip may arrive at the terminal beginning at **5:10 a.m.**
> - Trucks with reservations for the 6:00 a.m. trip may arrive at the terminal beginning at **5:30 a.m.**
> - Trucks with reservations for the 6:30 a.m. [and 6:45 a.m.] trip[s] may arrive at the terminal beginning at **6:00 a.m.**
> - Trucks with reservations for the 7:00 a.m. trip may arrive at the terminal beginning at **6:15 a.m.**
>
> Trucks that arrive at the Woods Hole terminal earlier than the above times will not be allowed to travel on standby that day and/or may forfeit their reservations. Please refer to the "Shippers Letter" that was mailed out at the beginning of the season for more information.
>
> Once arriving at the terminal, do not idle your vehicle longer than five (5) minutes in accordance with the Massachusetts Anti-Idling Laws. Shippers who idle their vehicles unnecessarily will be asked to leave the terminal and will forfeit their reservation.

seldom a day when a regular freight shipper with a reservation on the 5:30 a.m. ferry arrives at the Woods Hole terminal prior to 5:10 a.m., even by a few minutes.

- Mr. Trumbull also provided the SSA with the citizens group's second report in which it described the observable contents of the goods and materials shipped on the trucks that took the 5:30 a.m. freight trip over an 8-day period from June 17 through June 24, 2020, saying that 44 of the 87 trucks transported on the 5:30 a.m. ferry over that period were carrying no food at all and that the goods they were carrying included "such non-time sensitive items as stones, landscaping materials and equipment, and lumber." Based upon this report, Mr. Trumbull has challenged the SSA's position that the majority of goods and materials carried on the 5:30 a.m. freight trip are essential within that time frame. The SSA respectfully disagrees. First, based on the SSA's records, more trucks carrying food traveled on the 5:30 a.m. freight trip from June 17 through June 24, 2020 than are listed in the citizens group's report, and a substantial number of additional food trucks traveled on that trip the last two days of the citizens group's 10-day study (June 25 and 26, 2020) that were not included in their second report. But more importantly, food is not the only commodity that is essential to the island and its residents' quality of life. In addition to carrying food trucks on the 5:30 a.m. ferry, the SSA carries common carriers (*e.g.*, Federal Express and U.P.S.), home products and appliance supply trucks, independent trades and services (*e.g.*, plumbing, electrical and landscaping), and mail and newspaper delivery trucks. All of these freight shippers are providing necessaries of life for the island and need to travel as early as possible in the morning (because there is often no space for them later in the day) to ensure that they can make all of their multiple deliveries, or get in close to a full day's work, or provide the public with their mail and daily newspapers. See Town of Bourne v. Plante, 429 Mass. 329, 333 (1999) ("The plaintiffs would have us conclude that the Authority has only a narrow governmental purpose which must focus solely on the needs of the permanent residents and economies of Martha's Vineyard and Nantucket and not on the needs of summer residents, tourists, and others who make use of the Authority's services. This interpretation is based on a stunted reading of the Authority's enabling legislation and overlooks pertinent precedent.").

- Finally, Woods Hole resident Roberta Brooks has asked whether the SSA provides Falmouth taxpayers with discounted or free tickets to travel to Martha's Vineyard. In response, the SSA notes that senior citizens (age 65 or older) who are year-round Falmouth residents are eligible for a senior citizen passenger fare, which is 50% of the regular adult passenger fare. Eligible senior citizen Falmouth residents can contact the SSA's Group Sales office at groups@steamshipauthority.com to request an application.

APPENDIX A

Petition to Steamship Authority for Public Hearing on Proposed Schedules in 2021

May 29, 2020

Dear Steamship Authority General Manager Robert Davis,

Following submission of 50 signatures from Falmouth residents and a public hearing on August 26, 2019, the Steamship Authority Board voted to approve the "Report Issued under Section 15A of the Authority's Enabling Act on the Proposed 2020 Summer Operating Schedules" in October 2019. (1) The Report stated that a Long-Range Vineyard Transportation Task Force (2) would begin to function as a response to the Steamship Authority's decision on the public hearing.

The Task Force was supposed to address a wide range of transportation impacts (3) raised by residents during the August 26, 2019 public hearing.

Has the Long-Range Vineyard Transportation Task Force begun to meet? Have Martha's Vineyard residents been appointed to serve as members of the Task Force? Have any recent steps been undertaken to approach New Bedford or other mainland ports about the possibility of serving as a supplemental port for non-time-sensitive freight (for example, bulk construction materials, bulk landscaping materials, construction and demolition waste, single stream recyclables) for shipping to and from Martha's Vineyard? Has the Task Force considered how those steps could begin to create a regional transportation plan to help mitigate impacts in Bourne, Falmouth, and other communities in southeastern Massachusetts?

Our information is that the Task Force has not yet been formed.

We find it unacceptable on the part of the Steamship Authority that it is proposing a 5:30AM freight schedule from Woods Hole terminal for 2021 before the Long-Range Vineyard Transportation Task Force has begun to function. We request that the Steamship Authority postpone approval of a 5:30AM freight schedule from Woods Hole terminal (as in the past, we object to the SSA-related large trucks traveling to the 5:30AM ferry that wake up Falmouth residents beginning at 4:45AM and earlier; we do not object to cars on that ferry) until a future date when the Long-Range Vineyard Transportation Task Force is functioning as the Steamship Authority promised in its Report eight months ago.

We request that you conduct a public hearing, to be held within 14 days of receipt of this petition, on Steamship Authority proposed operating schedules for 2021, per Section 15A of the SSA Enabling Act.

Sincerely,

1	Arden Edwards	353 Woods Hole Road, Falmouth, MA 02540
2	Nina Levinthal	c/o Flora Schiminovich, 7 Hilton Ave., Woods Hole
3	Laura Hastings	18 Spencer Baird Road, Woods Hole, MA
4	Jennifer Hastings	18 Spencer Baird Road, Woods Hole, MA 02543
5	Jan Elliott	PO Box 598 Woods Hole MA 02543
6	Ann Newbury	PO Box 724, Woods Hole MA 02543
7	John E. Dowling	106 Ransom Road, Falmouth
8	Patricia Tucker	1 Buzzards Bay Ave., Woods Hole
9	Camilla King	16 Butler St, Woods Hole
10	Peter Shile	25 Gardiner Road, Woods Hole, MA 03543
11	Anne D. Halpin	319 Woods Hole Rd. Falmouth 02540
12	Richard Lovering	338 Woods Hole Rd, Falmouth MA 02540
13	Stephen Gellis	24 Spencer Baird Rd Woods Hole
14	Elizabeth Farnham	101 Stoutenburgh Lane
15	David Hastings	18 Spencer Baird Rd. Woods Hole MA
16	Judith G. Stetson	261 Quissett Ave., Woods Hole, MA 02543
17	Jane E. Atwood	41 High Street, Woods Hole MA 02543
18	David Tucker	1 Buzzards Bay Avenue, Woods Hole, MA 02543
19	Bonnie Simon	144 Gardiner Rd., Woods Hole
20	Paul Lobo	114 Ships Watch Falmouth
21	Penelope McGill	8 Quissett Harbor Rd. Falmouth
22	Joseph Klimek	8 Quissett Harbor Rd. Falmouth
23	Hannah Coppola	40 Eric Clauson Lane, Falmouth, MA
24	Judith L. Day	55 Larches Way, PO Box 717, Woods Hole, MA 02543
25	Kate N. Day	5 Bowditch Road, Woods Hole MA
26	Russell G Murphy	5 Bowditch Road, Woods Hole 02543
27	Philip L Richardson	146 Church Street, Woods Hole, MA
28	Trina	19 Standpipe Hill Rd, Woods Hole, MA 02543
29	Bronwen Polloni	24 Sumner Street, Woods Hole
30	Walt Schanbacher	14 Cowdry Road, Woods Hole, MA 02543
31	Gerald J Fine	21 Church Street, Woods Hole
32	Catherine Bumpus	45 Millfield St Woods Hole, MA 02543
33	Nan Schanbacher	14 Cowdry Rd, Woods Hole, MA 02543
34	James Mavor	19 Standpipe Hill Rd, Woods Hole, MA

35	John Bruce	14 School St., Woods Hole
36	Jonathan Goldman	12 Sidney Street, Woods Hole
37	Nicole Goldman	12 Sidney Street, Woods Hole, MA 02543
38	Wendy Nies	
39	Eugenie Kuffler	49 Gosnold Road, Woods Hole 02543, MA
40	Rebecca Truman	3 Little Harbor Road, Woods Hole
41	Julia Leshin	59 Church Street, Woods Hole MA 02543
42	Barbara Jones	38 Locust St, Falmouth, MA 02540
43	Suzanne Kuffler	49 Gosnold Road, Woods Hole
44	Richard Balkin	3 Oyster Pond Rd
45	Valerie Walbek	32 Buzzards Bay Avenue
46	Susanna McKenna	90 Woods Hole Rd.
47	Gregory Wozena	296 Woods Hole Rd., Falmouth, MA
48	Shirley Wozena	296 Woods Hole Rd, Falmouth, MA 02540
49	Nan Logan	482 Woods Hole Road
50	Alberto Collasius jr	11 Juniper Point Rd
51	Damien Kuffler	49 Gosnold Rd., Woods Hole, MA 02543
52	Diana Roth	42 Glendon Road, Woods Hole
53	Margaret McCormick	44 Quissett Ave, Woods Hole MA 02543
54	Kristin Alexander	101 Cumloden Drive, Falmouth, MA 02543
55	Andrew R Solow	44 Quissett Ave, Woods Hole MA 02543
56	Elena Trumbull	11 Church St., Woods Hole MA 02543
57	Nat Trumbull	11 Church St., Woods Hole MA 02543
58	John Woodwell	64 Church St., Woods Hole MA 02543

(1) See https://www.steamshipauthority.com/writable/versioned_downloadable_forms/path/report_-_proposed_2020_summer_operating_schedules_-_final.pdf

(2) The purpose of the Long-Range Vineyard Transportation Task Force ("Report," pg. 15) is "to identify reasonable steps that can be taken to address issues and concerns about freight and other traffic in each of those communities [Falmouth, Oak Bluffs, Tisbury, and New Bedford]."

(3) For photographs of those and other impacts, see www.woodshole.net

APPENDIX B

2021
Martha's Vineyard

05/19/2021 - 06/23/2021

	TRIP		LV WH	DUE VH	DUE OB	VESSEL	TRIP		LV VH	LV OB	DUE WH	
Daily						**WH**	**200**		**5:30 AM**		**6:15 AM**	
Daily						NAN/MAR	6		6:00 AM		6:45 AM	
Daily	**201**		**5:30 AM**	**6:15 AM**		**GOV**	**202**		**6:30 AM**		**7:15 AM**	**HAZ/Wed**
Daily	5		6:00 AM	6:45 AM		IHM/NAN	8		7:00 AM		7:45 AM	
Daily	**203**		**6:30 AM**	**7:15 AM**	**HAZ/M-Sat**	**WH**	**204**		**7:30 AM**		**8:15 AM**	
Daily	7		7:00 AM	7:45 AM		NAN/MAR	10		8:15 AM		9:00 AM	
Daily	**205**		**7:30 AM**	**8:15 AM**		**GOV**	**206**		**8:35 AM**		**9:20 AM**	
Daily	9		8:15 AM	9:00 AM		IHM/NAN	12		9:30 AM		10:15 AM	
Daily	**207**		**8:35 AM**	**9:20 AM**		**WH**	**208**		**9:50 AM**		**10:35 AM**	**HAZ/M-Sat**
Daily	11		9:30 AM		10:15 AM	NAN/MAR	14			10:45 AM	11:30 AM	
Daily	**209**		**9:50 AM**	**10:35 AM**		**GOV**	**210**		**11:05 AM**		**11:50 AM**	
Daily	13		10:45 AM	11:30 AM		IHM/NAN	16		12:00 PM		12:45 PM	
Daily	**211**		**11:05 AM**		**11:50 AM**	**WH**	**212**			**12:20 PM**	**1:05 PM**	
Daily	15		12:00 PM		12:45 PM	NAN/MAR	18			1:15 PM	2:00 PM	
Daily	**213**		**12:20 PM**	**1:05 PM**		**GOV**	**214**		**1:35 PM**		**2:20 PM**	
Daily	17		1:15 PM	2:00 PM		IHM/NAN	20		2:30 PM		3:15 PM	
Daily	**215**		**1:35 PM**		**2:20 PM**	**WH**	**216**			**2:50 PM**	**3:35 PM**	
Daily	19		2:30 PM		3:15 PM	NAN/MAR	22			3:45 PM	4:30 PM	
Daily	**217**		**2:50 PM**	**3:35 PM**	**HAZ/Wed**	**GOV**	**218**		**4:05 PM**		**4:50 PM**	
Daily	21		3:45 PM	4:30 PM		IHM/NAN	24		5:00 PM		5:45 PM	
Daily	**219**		**4:05 PM**		**4:50 PM**	**WH**	**220**			**5:20 PM**	**6:05 PM**	
Daily	23		5:00 PM		5:45 PM	NAN/MAR	26			6:15 PM	7:00 PM	
Daily	**221**		**5:20 PM**	**6:05 PM**		**GOV**	**222**		**6:30 PM**		**7:15 PM**	
Daily	25		6:15 PM	7:00 PM		IHM/NAN	28		7:15 PM		8:00 PM	
Daily	**223**		**6:30 PM**	**7:15 PM**		**WH**						
						WH	**224**	**	**7:30 PM**		8:15 PM	
Daily	27		7:30 PM	8:15 PM		NAN/MAR	30		8:30 PM		9:15 PM	
	225	**	**7:45 PM**	**8:30 PM**		**GOV**	**226**	**	**8:45 PM**		**9:30 PM**	
Daily	29		8:30 PM	9:15 PM		IHM/NAN	32		9:30 PM		10:15 PM	
	227	**	**8:45 PM**	**9:30 PM**		**WH**						
Daily	31		9:45 PM	10:30 PM		NAN/MAR						

M/V Nantucket -TBD based on repair schedule.
M/V Island Home - TBD based on repair schedule.
M/V Martha's Vineyard - TBD based on repair schedule.
M/V Nantucket - TBD based on repair schedule.

Bold indicates freight vessel - limited passenger capacity
Freight vessel trips will not appear on pocket schedules or color brochures.
During peak travel periods, such as school vacation weeks, unscheduled trips may be added to meet traffic demands.
** Unscheduled freight trips available to operate, if needed.

M/V Nantucket or M/V Martha's Vineyard	Triple crew - Operates 7 days a week from 6:00am - 10:30pm.
M/V Island Home or M/V Nantucket	Triple crew - Operates 7 days a week from 6:00am - 10:15pm.
M/V Woods Hole	Triple crew - Operates 7 days a week from 5:30am - 7:15pm and available to operate until 9:30pm, if needed.
M/V Governor	Triple crew - Operates 7 days a week from 5:30am - 7:15pm and available to operate until 9:30pm, if needed.

2021
Martha's Vineyard

06/24/2021 - 09/09/2021

	TRIP		LV WH	DUE VH	DUE OB	VESSEL	TRIP		LV VH	LV OB	DUE WH	
Daily						NAN	200		5:30 AM		6:15 AM	
Daily						MAR	6		6:00 AM		6:45 AM	
Daily	**201**		**5:30 AM**	**6:15 AM**		**GOV**	**202**		**6:30 AM**		**7:15 AM**	**HAZ/Wed**
Daily	5		6:00 AM	6:45 AM		IHM	8		7:00 AM		7:45 AM	
Daily	203		6:30 AM		7:15 AM	NAN	204			7:30 AM	8:15 AM	
M-F	**229**		**6:45 AM**	**7:30 AM**	**HAZ**	**SAN**	**230**		**7:45 AM**		**8:30 AM**	
Daily	7		7:00 AM	7:45 AM		MAR	10		8:15 AM		9:00 AM	
Daily	**205**		**7:30 AM**	**8:15 AM**	**HAZ/Sat**	**GOV**	**206**		**8:35 AM**		**9:20 AM**	
Daily	9		8:15 AM	9:00 AM		IHM	12		9:30 AM		10:15 AM	
Daily	207		8:35 AM		9:20 AM	NAN	208			9:50 AM	10:35 AM	
M-F	**231**		**9:00 AM**	**9:45 AM**		**SAN**	**232**		**10:15 AM**		**11:00 AM**	**HAZ**
Daily	11		9:30 AM		10:15 AM	MAR	14			10:45 AM	11:30 AM	
Daily	**209**		**9:50 AM**	**10:35 AM**		**GOV**	**210**		**11:05 AM**		**11:50 AM**	**HAZ/Sat**
Daily	13		10:45 AM	11:30 AM		IHM	16		12:00 PM		12:45 PM	
Daily	211		11:05 AM		11:50 AM	NAN	212			12:20 PM	1:05 PM	
M-F	**233**		**11:30 AM**	**12:15 PM**		**SAN**	**232**		**12:45 PM**		**1:30 PM**	
Daily	15		12:00 PM		12:45 PM	MAR	18			1:15 PM	2:00 PM	
Daily	**213**		**12:20 PM**	**1:05 PM**		**GOV**	**214**		**1:35 PM**		**2:20 PM**	
Daily	17		1:15 PM	2:00 PM		IHM	20		2:30 PM		3:15 PM	
Daily	215		1:35 PM		2:20 PM	NAN	216			2:50 PM	3:35 PM	
	235	*	**2:00 PM**	**2:45 PM**		**SAN**	**236**	*	**3:15 PM**		**4:00 PM**	
Daily	19		2:30 PM		3:15 PM	MAR	22			3:45 PM	4:30 PM	
Daily	**217**		**2:50 PM**	**3:35 PM**	**HAZ/Wed**	**GOV**	**218**		**4:05 PM**		**4:50 PM**	
Daily	21		3:45 PM	4:30 PM		IHM	24		5:00 PM		5:45 PM	
Daily	219		4:05 PM		4:50 PM	NAN	220			5:20 PM	6:05 PM	
Daily	23		5:00 PM		5:45 PM	MAR	26			6:15 PM	7:00 PM	
Daily	**221**		**5:20 PM**	**6:05 PM**		**GOV**	**222**		**6:30 PM**		**7:15 PM**	
Daily	25		6:15 PM	7:00 PM		IHM	28		7:15 PM		8:00 PM	
F,S,S	223		6:30 PM		7:15 PM	NAN	**224**			**7:30 PM**	**8:15 PM**	
M-TH	**223**		**6:30 PM**	**7:15 PM**		NAN	224	**	7:30 PM		8:15 PM	
Daily	27		7:30 PM		8:15 PM	MAR	30			8:30 PM	9:15 PM	
F,S,S	**225**	**	**7:45 PM**	**8:30 PM**		**GOV**	**226**	**	**8:45 PM**		**9:30 PM**	
Daily	29		8:30 PM	9:15 PM		IHM	32		9:30 PM		10:15 PM	
F,S,S	227	**	8:45 PM	9:30 PM		NAN						
Daily	31		9:45 PM	10:30 PM		MAR						

Bold indicates freight vessel - limited passenger capacity.
Freight vessel trips will not appear on pocket schedules or color brochures.
During peak travel periods, such as school vacation weeks, unscheduled trips may be added to meet traffic demands.

*Unscheduled trips on Monday through Friday that are available to operate, if needed.
**Unscheduled trips on Mon, Tues, Wed & Thurs that are available to operate, if needed.

M/V Martha's Vineyard	Triple crew - Operates 7 days a week from 6:00am - 10:30pm.
M/V Island Home	Triple crew - Operates 7 days a week from 6:00am - 10:15pm.
M/V Governor	Triple crew - Operates Monday through Thursday from 5:30am to 7:15pm, Fridays, Saturdays and Sundays from 5:30am to 9:30pm.
M/V Nantucket	Triple crew - Operates Monday through Thursday from 5:30am to 7:15pm, Fridays, Saturdays and Sundays from 5:30am to 9:30pm.
M/V Sankaty	Single crew - Operates Monday through Friday from 6:45am to 1:30pm.

2021
Martha's Vineyard

09/10/2021 - 10/18/2021

	TRIP		LV WH	DUE VH	DUE OB	VESSEL	TRIP		LV VH	LV OB	DUE WH	
Daily						**KAT**	**200**		**5:30 AM**		**6:15 AM**	
Daily						NAN	6		6:00 AM		6:45 AM	
Daily	**201**		**5:30 AM**	**6:15 AM**		**GOV**	**202**		**6:30 AM**		**7:15 AM**	
Daily	5		6:00 AM	6:45 AM		IHM	8		7:00 AM		7:45 AM	
Daily	**203**		**6:30 AM**	**7:15 AM**	**HAZ/M-Sat**	**KAT**	**204**		**7:30 AM**		**8:15 AM**	**HAZ/Wed**
Daily	7		7:00 AM	7:45 AM		NAN	10		8:15 AM		9:00 AM	
Daily	**205**		**7:30 AM**	**8:15 AM**		**GOV**	**206**		**8:35 AM**		**9:20 AM**	
Daily	9		8:15 AM	9:00 AM		IHM	12		9:30 AM		10:15 AM	
Daily	**207**		**8:35 AM**	**9:20 AM**		**KAT**	**208**		**9:50 AM**		**10:35 AM**	**HAZ/M-Sat**
Daily	11		9:30 AM		10:15 AM	NAN	14			10:45 AM	11:30 AM	
Daily	**209**		**9:50 AM**	**10:35 AM**		**GOV**	**210**		**11:05 AM**		**11:50 AM**	
Daily	13		10:45 AM	11:30 AM		IHM	16		12:00 PM		12:45 PM	
Daily	**211**		**11:05 AM**		**11:50 AM**	**KAT**	**212**			**12:20 PM**	**1:05 PM**	
Daily	15		12:00 PM		12:45 PM	NAN	18			1:15 PM	2:00 PM	
Daily	**213**		**12:20 PM**	**1:05 PM**		**GOV**	**214**		**1:35 PM**		**2:20 PM**	
Daily	17		1:15 PM	2:00 PM		IHM	20		2:30 PM		3:15 PM	
Daily	**215**		**1:35 PM**		**2:20 PM**	**KAT**	**216**			**2:50 PM**	**3:35 PM**	
Daily	19		2:30 PM		3:15 PM	NAN	22			3:45 PM	4:30 PM	
Daily	**217**		**2:50 PM**	**3:35 PM**	**HAZ/Wed**	**GOV**	**218**		**4:05 PM**		**4:50 PM**	
Daily	21		3:45 PM	4:30 PM		IHM	24		5:00 PM		5:45 PM	
Daily	**219**		**4:05 PM**		**4:50 PM**	**KAT**	**220**			**5:20 PM**	**6:05 PM**	
Daily	23		5:00 PM		5:45 PM	NAN	26			6:15 PM	7:00 PM	
Daily	**221**		**5:20 PM**	**6:05 PM**		**GOV**	**222**		**6:30 PM**		**7:15 PM**	
Daily	25		6:15 PM	7:00 PM		IHM	28		7:15 PM		8:00 PM	
Daily	**223**		**6:30 PM**	**7:15 PM**		**KAT**						
						KAT	**224**	**	**7:30 PM**		**8:15 PM**	
Daily	27		7:30 PM	8:15 PM		NAN	30		8:30 PM		9:15 PM	
	225	**	**7:45 PM**	**8:30 PM**		**GOV**	**226**	**	**8:45 PM**		**9:30 PM**	
Daily	29		8:30 PM	9:15 PM		IHM	32		9:30 PM		10:15 PM	
	227	**	**8:45 PM**	**9:30 PM**		**KAT**						
Daily	31		9:45 PM	10:30 PM		NAN						

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During peak travel periods, such as school vacation weeks, unscheduled trips may be added to meet traffic demands.
** Unscheduled freight trips available to operate, if needed.

M/V Nantucket	Triple crew - Operates 7 days a week from 6:00am - 10:30pm.
M/V Island Home	Triple crew - Operates 7 days a week from 6:00am - 10:15pm.
M/V Governor	Triple crew - Operates 7 days a week from 5:30am - 7:15pm and available to operate until 9:30pm, if needed.
M/V Katama	Triple crew - Operates 7 days a week from 5:30am - 7:15pm and available to operate until 9:30pm, if needed.

APPENDIX C

Steve Sayers

From: Douglas Amon [redacted] >
Sent: Saturday, June 13, 2020 10:19 AM
To: schedules
Subject: Steamship Traffic

WARNING: This email originated from outside of The Steamship Authority. Please use CAUTION when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

on Woods Hole Road.
PLEASE ask your BUS drivers
to slow down from the Quissett
lights to Woods Hole.
40 MPH
NOT 50
Thank You.
Doug Amon
8 Quissett Avenue
Woods Hole

Sent from my iPhone

Steve Sayers

From: Carissa April <[redacted]>
Sent: Thursday, June 18, 2020 1:29 PM
To: schedules
Subject: Concern with ferry schedule

WARNING: This email originated from outside of The Steamship Authority. Please use CAUTION when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

Greetings,
We have noticed so much noise with large trucks going to and from SA terminal in Woods Hole. We live along Woods Hole Rd, set back from the road. When we are in our yard, driveway or garden, or we are outside on our deck, the noise from the trucks is so loud we have to stop our conversations to let them go by so we can be heard.
Lately, there has also been more jake-breaking than ever, not sure why that change.
We are very concerned with the additional freight traveling these roads and the noise and wear and tear they bring.
We urge you to please consider alternate routes for getting freight to the island.

Thank you.
Ron & Carissa April
Woods Hole, MA

Steve Sayers

From: Jane Evelyn Atwood [redacted] >
Sent: Tuesday, June 16, 2020 9:32 AM
To: schedules
Subject: schedule Woods Hole

WARNING: This email originated from outside of The Steamship Authority. Please use CAUTION when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

Please cut back the number of early morning trips that are the cause of noise and clog the main road with huge trucks that have no business being in little Woods Hole. This kind of cargo should leave from New Bedford or another similar port that is more appropriate for freight.
I am part of a family who is a property owner in Woods Hole, as my parents were before.
Jane Evelyn Atwood

Steve Sayers

From: B J Atwood-Fukuda <[redacted]>
Sent: Wednesday, June 17, 2020 5:26 AM
To: schedules
Subject: freight traffic in Woods Hole

WARNING: This email originated from outside of The Steamship Authority. Please use CAUTION when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

As property owners in Woods Hole for thirty years—one of us a lifetime summer resident—we're adding our voices to the chorus of protest against the use of our village as a freight corridor. These trucks are noisy, dangerous, and unwelcome, and there is absolutely no need for them to pass through here. The proper departure point for freight to the Vineyard is not our small village, but a city (with ferry service also in place) that accommodates such traffic routinely, such as—yes---New Bedford.
Respectfully,
B J Atwood-Fukuda and Koichi Fukuda
Woods Hole

Steve Sayers

From: Bob Bennett <[redacted]>
Sent: Saturday, June 13, 2020 6:04 PM
To: schedules
Subject: Trucks on Woods Hole Road

WARNING: This email originated from outside of The Steamship Authority. Please use CAUTION when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

As a resident of Falmouth, living just off Woods Hole Road, I urge you to delay using Woods Hood Road for large trucks for early morning runs. We can hear the traffic on Woods Hole Road already (we are on Sippewissett Rd) and this traffic will wake us up before 5 am every morning.

Thanks,
Bob Bennett,
Sippewissett Road
Falmouth, MA

[redacted]

Thanks, Bob
[redacted]

Steve Sayers

From: Ed Brakeman <[redacted]>
Sent: Saturday, June 13, 2020 4:14 PM
To: schedules
Subject: Woods Hole excessive traffic due to Steamship Authority scheduling

WARNING: This email originated from outside of The Steamship Authority. Please use **CAUTION** when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

I am a Falmouth property owner in the village of Woods Hole writing to express my dismay about the ever increasing damage being done to our village by excessive traffic due to ferry transport. I am particularly concerned about the large-truck, freight traffic in the very early morning which could be handled from other ports such as New Bedford.

Please stop the escalation! There is simply too much noisy traffic along our narrow village access road. Take into consideration the context of the neighborhood. You are destroying the quiet Cape Code essence.

Thank you,

Ed Brakeman
33 Fay Road
Woods Hole

Steve Sayers

From: Roberta Brooks <[redacted]>
Sent: Tuesday, June 9, 2020 2:51 PM
To: schedules
Subject: Opposition to proposed schedule for 2020 Bring the vehicles from New Bedford!

WARNING: This email originated from outside of The Steamship Authority. Please use **CAUTION** when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

I am opposing the proposed schedule. I have lived off Woods Hole Road for 40 years and have never seen such traffic, now I hear the blast of the horns too!
Bring your freight and any cars coming from the Mid-Atlantic north and west through New Bedford. My private road is destroyed by people cutting through to get off the Cape from the boats, they are speeding up and down Woods Hole Road,and now with GPS Quissett Ave-Sippewissett and to W. Falmouth.

Where are the discount tickets or free tickets for Falmouth tax payers on this route?

Roberta Brooks

Steve Sayers

From: Becky Conners - Sands of Time <[redacted]>
Sent: Saturday, June 13, 2020 3:36 PM
To: schedules
Subject: Woods Hole Early morning freight

WARNING: This email originated from outside of The Steamship Authority. Please use **CAUTION** when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

Hello - I am the General Manager of the Sands of Time (549 Woods Hole Road) and live at 540 Woods Hole Road (from April to November). I wanted to thank you for taking the time to listen to our feedback on the zoom meeting earlier this week.

I am writing today to reiterate my concerns with the proposal of an early morning freight boat. The noise generated by the trucks rushing to make the boat at the early hour is very disruptive to both residences and hotel businesses on Woods Hole Road.

I respectfully request that the Steamship Authority not run a 5:30AM freight schedule from Woods Hole terminal.

All my best,
Becky Conners, Innkeeper
Sands of Time

Inn and Harbor House
549 Woods Hole Road
Woods Hole, MA 02543
[redacted]

Steve Sayers

From: Kate Day <[redacted]>
Sent: Saturday, June 13, 2020 11:14 AM
To: schedules
Cc: Nathaniel Trumbull
Subject: Early morning freight truck traffic

WARNING: This email originated from outside of The Steamship Authority. Please use **CAUTION** when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

Dear Members of the Board of the Authority,

I live year-round in the Woods Hole house my father rented a room in during the summer of 1938, that my parents purchased in 1954, and where I spent most of my childhood. I have fond memories of the arrival of the ferries, the dock where my younger brother often sat, fishing. That the Authority was a state created monopoly with little regard for the quality of life its operations affect, well, that was lost on me as a child. No longer.

I am writing today to object to the proposed 5.30 AM freight trip from Woods Hole to Martha's Vineyard. There is no study establishing the necessity of this early trip. There is no announced environmental impact study to establish the impact of the freight traffic in the early morning, and in general, on the entire stretch of road from the highway to the piers. In fact, there seems to be no planning at all.

We live in a time when those who exercise power while dismissing those they were intended to serve are being held accountable. A time when the financial underpinnings of the Authority - growth and development at any cost - may expose the Authority to the political process in all the affected towns as the Authority turns to towns to bail them out. The Steamship Authority will, inevitably, have fewer allies among the people - and, the politicians.

Kate Nace Day
5 Bowditch Road
Woods Hole MA

Steve Sayers

From: Paul & Mia De Weer <[redacted]>
Sent: Wednesday, June 17, 2020 5:19 PM
To: schedules
Subject: proposed schedule

WARNING: This email originated from outside of The Steamship Authority. Please use **CAUTION** when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

To whom it may concern:

At a recent Public Hearing (6/11/20) Woods Hole and Falmouth residents, expecting to hear the traffic impact report of SSA's promised Transportation Task Force, learned instead that no task force exists, and were presented with another highhanded proposal, this time for increased summer freight, car, and ferry traffic through the Woods Hole terminal in the summer of 2021.

As yearly research visitors since 1966, homeowners since 1979, and residents since 2011 of this picturesque village of world-wide scientific renown, we support the hearing's decision to request that SSA postpone approval of their frightening freight schedule for 2021 and seriously revisit the New Bedford or other possibilities.

P & M De Weer

Steve Sayers

From: [redacted]
Sent: Friday, June 19, 2020 8:50 PM
To: schedules
Subject: Steamship Authority traffic issues on Woods Hole Rd.

WARNING: This email originated from outside of The Steamship Authority. Please use CAUTION when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

I'm sending this to highlight what happens at our house in the early morning as the trucks travel down Woods Hole Road on their way to the ferry at Woods Hole. Our house is on the corner of Woods Hole Road & Ransom Road. The early morning truck traffic wakes us up every every morning with the trucks downshifting through their gears to come to a stop at the traffic signal at Oyster Pond Road & Woods Hole Road. In addition to the noise the whole house vibrates when they apply their air brakes. We've had issues with nail pops and cracking tile grout due to the constant vibrations.

We totally understand the need for trucks supplying March's Vineyard but are still puzzled why these trucks cannot use the ferries out of the commercial port at New Bedford. In addition to the noise we also contend with litter, and the slaughter of the abundant wildlife that live in our area and move around in the early morning. Not a day goes by that some dead animal does not turn up on the read.

Thank you for your attention to these concerns.

I
Sent from my iPad

TOWN OF EDGARTOWN
OFFICE OF SELECTMEN

70 MAIN ST
P.O. BOX 5158
EDGARTOWN, MASSACHUSETTS 02539

TELEPHONE
(508) 627-6180

FAX
(508) 627-6183

https://edgartown-ma.us/

June 24, 2020

Woods Hole, Martha's Vineyard and
Nantucket Steamship Authority Board
PO Box 284
Woods Hole, MA 02543
100 Cambridge Street, Suite 300
Boston, MA 02114

RE: Reduction in Ferry Service to the Island of Martha's Vineyard

Honorable Members of the Board:

The Board of Selectmen of Edgartown were very distressed to hear, particularly now, that the Steamship Authority is considering stopping the 5:30 am freight boat to Martha's Vineyard. This boat is vital to the Vineyard and the Town of Edgartown. Just nine months ago a public hearing was held on this same topic and the Island Towns were very clear in their position; the 5:30 am ferry is crucial to the logistics of the Island.

This essential service facilitates everything from medical appointments to connecting flights from Logan Airport. It would be unfeasible to expect the delivery of food and other supplies to occur mid-morning when Edgartown's antiquated roads are filled with traffic and pedestrians. During this trying time we need to set conditions for the success of commercial enterprises and the Island's majority, rather than implement haphazard changes that would only benefit a small minority of Falmouth residents. In the next several weeks the Island's population will swell to over 100,000 people. The second and third order effects of this surge can only be negated by a steady stream of supplies flowing from the mainland. An interruption of service in any fashion would ultimately be extremely detrimental to this cycle.

Furthermore, we are totally dependent on the Steamship Authority for all the goods and services that we need for survival. Instead of seeking to impose additional problems for our Island community, you should be asking at every meeting what you can do to support your primary constituents. The Steamship Authority is, as you have undoubtedly heard many times, the Island's lifeline. We are strongly opposed to any action that will interfere with that lifeline such as cancelling our 5:30 freight boat. Please stop considering this action and turn your attention to how you can better serve Martha's Vineyard.

Sincerely,

James Hagerty
Town Administrator
For the Edgartown Board of Selectmen

Steve Sayers

From: [redacted]
Sent: Saturday, June 13, 2020 11:04 AM
To: schedules
Subject: WH traffic concerns

WARNING: This email originated from outside of The Steamship Authority. Please use **CAUTION** when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

Dear SSA representatives,
I was disappointed to miss the public hearing on Thursday, though I wrote a letter of concern about current schedule expansions, and I write today to reiterate my concerns about increased traffic on Woods Hole Rd.
While not all heavy traffic is SSA-related, local studies put the percentage over 2/3, and closer to 90% for trucks over 40'. Falmouth and Woods Hole residents should not have to absorb the continual increase in noise, pollution, and risk. I am a Woods Hole property owner and taxpayer, and while your main customer base may be Islanders, we who live along your route deserve greater consideration.
Jan Elliott
Glendon Rd.
Woods Hole

Steve Sayers

From: [redacted]
Sent: Monday, June 8, 2020 3:40 PM
To: schedules
Subject: June 11 hearing

WARNING: This email originated from outside of The Steamship Authority. Please use **CAUTION** when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

I am submitting written testimony with regard to SSA's June 11 public hearing.

I advocate for moving at least some non time-sensitive freight to New Bedford, rather than expanding trips from Woods Hole further back into the wee hours. I understand the obvious necessity of bringing goods to the Vineyard, but a boat service starting daily @ 5:30 (with large trucks arriving before 5am) is unacceptably disruptive to residents in its path.

Also, now is not the time to add freight trips, with boat traffic significantly down due to the coronavirus and likely to stay that way for some time.

Jan Elliott
Glendon Rd., WH

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Steve Sayers

From: Gerry Fine <[redacted]>
Sent: Monday, June 15, 2020 8:55 AM
To: schedules
Subject: Steamship Traffic in Woods Hole

WARNING: This email originated from outside of The Steamship Authority. Please use CAUTION when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

I remain concerned about early morning truck traffic in Woods Hole and along Woods Hole Road, especially due to safety issues, and ask for reconsideration of the 5:30AM freight ferry.

And, just to reassure Commissioner Todd, I am a Falmouth resident.

Best,

Gerry Fine

Steve Sayers

From: Meg & Ted <[redacted]>
Sent: Saturday, June 13, 2020 12:32 PM
To: schedules
Subject: To much freight going via Woods Hole to the Vineyard

WARNING: This email originated from outside of The Steamship Authority. Please use CAUTION when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

Dear Steamship Authority Board of Governors,

I ask that you not ignore our concern.We have personally worked trying to alleviate these problems for thirty years and have never gotten anywhere.So we write again asking to please hear our concerns. Years ago, former Falmouth Fire Chief Peck showed a film of a gas tanker flipping over into a Virginia neighborhood similar to the Falmouth/Woods Hole neighborhoods the tankers drive through very early in the morning.All the houses in the neighborhood caught fire; a tragedy that our community would like to avoid.Our hands are tied without your acknowledgment of this problem. Please, no more ignoring this reality.
Children stand by the edge of these roads waiting for their school buses.It's dangerous and you know it and it is your responsibility to change things.
Sincerely,
Ted and Meg Fitzelle

✿

Steve Sayers

From: eMax <[redacted]>
Sent: Sunday, June 21, 2020 2:29 PM
To: whtraffic
Subject: 5:30 AM Ferry Boat Traffic

WARNING: This email originated from outside of The Steamship Authority. Please use **CAUTION** when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

Dear Steamship Authority,

I am a Woods Hole resident and although I live on the other side of the village, I too can hear truck traffic on occasion. What I hear most often is trucks using compression braking as they come down the hill just before the ferry terminal. I've often wondered why the town doesn't make it a violation for trucks to use Jake brakes. I've traveled from coast to coast and many towns and communities have signs warning truckers that compression braking is a violation of the law. Why doesn't the Town of Falmouth do the same? Also, posting a police officer at the bottom of the hill for a week and issuing citations to truckers who use Jake brakes would soon eliminate a good portion of the noise that is the cause of many complaints. Seems a good first step.

Sincerely,

E M Frye
19 High St
Woods Hole

Steve Sayers

From: Jon Goldman [redacted] >
Sent: Sunday, June 14, 2020 12:32 PM
To: schedules
Cc: 'Kuffler Eugénie' via smart-internal; Trumbull Nat
Subject: SSA vs WH a paradigmed that has long needed change

WARNING: This email originated from outside of The Steamship Authority. Please use **CAUTION** when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

Mr. Davis, Mr Sayers, Mr. Driscoll and to the SSA board
When many are making useful reconsiderations during this extraordinary time and re-inventing approaches that affect their neighbors and the world, you doggedly cling to the practice of alienating a host community, siding not with the villagers and the impacts your clients have on that host village, but with a schedule demonstrated to cause havoc on peoples lives in the village and all along the approach along Woods Hole Road. Your self-imposed scheduling of delivery for the convenience of shippers and their marketplace endusers as an intractable necessity is simply "rude" as one speaker at the June 11th Zoom Meeting pointed out.

Vineyard Sound represents a real gulf of difference between The Vineyard and our little village of Woods Hole over how the SSA deals with the host community. In this time of multiple stresses on Society and Health, Race, on the Earth, and the Oceans, we need organizations like yours to listen, engage in a process of healing and to evolve. Leadership and collaboration needs to demonstrated, not rigidly enforced self-imposed arbitrary and outdated (but grandfathered)schedules.

The supposition that in the necessity of an early boat, there will be no impact to the host community was a bad decision from the getgo, without any clear demonstration (except for the shippers and their clients) of the need. What is so timely that it mandates irritating one community over an other?

As has always been the case, as many community members have noted countless times, our lives are not subject to your capricious needs, or the needs of truckers or even the targeted customers on the Island. But you have made them our problem, not yours. Sympathizers who write in about whining, is at the core of SSA's adversarial approach and has long treated the village, like an annoyance, a whining wheel, and an impediment to making *your* and your clients (and their clients) jobs easier. Our consistent protests have long argued that whatever we say will mostly be seen as "squeaky wheel" complaints, hence my previous comments of our perspective "falling on deaf ears". (See MVTIMES article on ZOOM Call)

Ultimately this is about treating others with kindness and respect and the potential to establish trust based on substantive action. But subjugating one community's needs over an other is at its core combative, and the opposite of a demonstration that is a necessary act of healing. I appeal to your sense of neighborly conduct, of humanity and conscience and change the scheduling issue.

Sincerely,
Jonathan Goldman
12 Sidney Street
Woods Hole, MA 02543

JON GOLDMAN | intermediaartist
[redacted]

GoldmanArts com

instagram com/jon goldman studio facebook com/goldmanarts

Steve Sayers

From: [redacted]
Sent: Saturday, June 13, 2020 12:52 PM
To: schedules
Subject: Traffic impact

WARNING: This email originated from outside of The Steamship Authority. Please use **CAUTION** when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

The noise of the many,m nay, many trucks going down Woods Hole Road are of great negative impact to the quiet enjoyment of our home. Living right near Harbor Hill Road, we hear the the **Jake Breaking** constantly - and it's most disturbing in the early morning.

Please cancel the 5:30 morning ferry to MV and take responsibility for the jake breaking - which is a traffic violation.

Thank you,

Nicole Goldman

[redacted]

12 Sidney Street

Woods Hole, MA 02543

[redacted]

Steve Sayers

From: John Gore [redacted] >
Sent: Saturday, June 13, 2020 1:08 PM
To: schedules
Subject: Truck menace on Woods Hole Road

WARNING: This email originated from outside of The Steamship Authority. Please use CAUTION when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

I am writing to express my concerns about the traffic, particularly the increasing number of large trucks, that are ruining the quality of life for residents of Woods Hole, especially those who border Woods Hole Road. There is an urgent need to reduce the number of vehicles in total, the number that operate outside normal waking hours, but also the speed and noise of ALL trucks that use the ferry.

I own a house in Woods Hole near the junction of Woods Hole Road and Church Street. It was built in 1923 and so is "non-conforming" with modern setbacks, and was built before the modern road was widened and open to high volume traffic. It is consequently very close to the road and directly exposed to the noise, fumes and disturbance of traffic entering the port, more than most others. Our chief complaint is that drivers show no restraint at entering a heavily populated area, they disobey speed limits, they belch black fumes and emit horrendous noises (brakes and gears especially) even in the wee hours when others are asleep. Our front bedroom is unusable, especially in summer when the traffic is highest and windows are open. My other major concern is the inherent danger to pedestrians and homes from the sheer speed and mass of trucks entering and leaving the port. As they ascend Woods Hole Road and cross Inner Harbor they accelerate up the incline at maximum thrust, crashing through their gears and again emitting noise and fumes. This continues with increasing engine roars all the way at least to the level section before the turn off to Nobska Road. Coming into town they make the last turn just before Nobska at high speed and then rapidly decelerate, crashing loudly through their gears, emitting loud noises from the engine throttling and their brakes. A slight error would readily cause trucks to crash into the houses on the side of the road, a catastrophe waiting to happen when the roads are slick or the drivers are tired. The difference to the truckers of going more slowly, more quietly and with less menace cannot be more than two minutes if we instituted strict traffic calming zones and insisted on slower, quieter, calmer behaviors instead of macho aggression. But the impact on the environment and enjoyment of the village of Woods Hole for many of the residents and visitors would be huge.

I look forward to learning more about plans to abate the nuisance of the traffic in my neighborhood.

Sincerely
Dr. John C.Gore
530 Woods Hole Road

Steve Sayers

From: John Grande, Town Administrator <jgrande@tisburyma.gov>
Sent: Thursday, June 11, 2020 2:02 PM
To: Steve Sayers
Cc: melindaloberg@gmail.com; James Rogers; crockerinn@aol.com
Subject: FW: Petition to Steamship Authority from Woods Hole residents and hearing on 11 June at 430PM

Sent from Mail for Windows 10

John "Jay" W. Grande, Town Administrator
Town of Tisbury
51 Spring Street, P O Box 1239
Vineyard Haven, MA 02568

(O) 508-696-4203
[redacted]

From: John Grande, Town Administrator
Sent: Wednesday, June 3, 2020 1:09 PM
To: James Malkin; James Hagerty; Robert Whritenour; Tim Carroll; Jennifer Rand; Jeff Town Maddison
Subject: RE: Petition to Steamship Authority from Woods Hole residents and hearing on 11 June at 430PM

Hello

Last year the Steamship Authority held a public meeting in the Falmouth High School at the request of Woods Hole Residents. Feels like less than a year ago. Island representatives came over along with several citizens to indicate the necessity for having the early morning vessels. I believe the SSA Board at the time took a vote and/or voice consensus concerning the schedule in agreement with interested parties that supported the retaining the early boat(s). Not sure of the entire agenda, but could not login. Bob Davis should have letters from Oak Bluffs and Tisbury which were entered into the record from the prior meeting. I do not think it is fair to us to come out again to defend something that was thoughtfully considered and decided, if that is what is proposed.

Jay

Sent from Mail for Windows 10

John "Jay" W. Grande, Town Administrator
Town of Tisbury
51 Spring Street, P O Box 1239
Vineyard Haven, MA 02568

(O) 508-696-4203
[redacted]

From: James Malkin
Sent: Tuesday, June 2, 2020 4:06 PM

To: James Hagerty; Robert Whritenour; John Grande, Town Administrator; Tim Carroll; Jennifer Rand; Jeff Town Maddison
Subject: Petition to Steamship Authority from Woods Hole residents and hearing on 11 June at 430PM

Dear Towns:

The attached webpage is a copy of a petition by 50+ Woods Hole residents to the SSA regarding the 2021 proposed schedule. There will be a Zoom public meeting on this petition on June 11 at 430 - notices will be sent to the papers. Please make your BOS aware of this petition and request that someone from your town attend to present your views.

Essentially, the petition asks to eliminate early morning truck schedules to MV, to approach New Bedford or other posts to serve for construction materials, landscaping materials, waste and recyclables and to mitigate impacts in Bourne, Falmouth and other communities in SE Mass.

I am sure you are aware of our islands needs and the potential impacts of these elements in the petition on costs and operations.

As a Board Member, I will be observing. It will be helpful for the island to make views known.

Thanks -

https://remote.steamshipauthority.com/owa/,DanaInfo=ssaadmcas3.steamshipauthority.com,SSL+attachment.ashx?attach=1&id=RgAAAABcXhcKKa6dSabHZsoMxGr0BwCdESlK4kPbSpoq5YvTfVqXAAAAAAEMAACdESlK4kPbSpoq5YvTfVqXAAA4QWO6AAAJ&attid0=EACwF615IIzqT70+oRJatNAS&attcnt=1

Stay safe, wash and distance -

JMM
[redacted]

Everything returns to the Earth - either as food or as poison

Steve Sayers

From: John Grande, Town Administrator <jgrande@tisburyma.gov>
Sent: Thursday, June 11, 2020 2:20 PM
To: Steve Sayers
Cc: [redacted]; James Rogers; [redacted]
Subject: FW: Public Hearing Regarding the 2021 Winter, Spring, Summer and Fall Operating Schedules
Attachments: LE_Steamship Authority_August 16, 2019.docx

Sent from Mail for Windows 10

John "Jay" W. Grande, Town Administrator
Town of Tisbury
51 Spring Street, P O Box 1239
Vineyard Haven, MA 02568

(O) 508-696-4203
[redacted]

From: John Grande, Town Administrator
Sent: Thursday, June 4, 2020 10:01 AM
To: Robert Davis; schedules
Cc: Robert Davis; George Balco; [redacted]; James Rogers; [redacted]
Subject: RE: Public Hearing Regarding the 2021 Winter, Spring, Summer and Fall Operating Schedules

Bob

You have the signed original from last August.

Jay

Sent from Mail for Windows 10

John "Jay" W. Grande, Town Administrator
Town of Tisbury
51 Spring Street, P O Box 1239
Vineyard Haven, MA 02568

(O) 508-696-4203
[redacted]

From: Robert Davis
Sent: Wednesday, June 3, 2020 5:21 PM
To: schedules
Cc: Robert Davis
Subject: Public Hearing Regarding the 2021 Winter, Spring, Summer and Fall Operating Schedules

Hello,

I want to inform you that a petition has been submitted to the ***Woods Hole, Martha's Vineyard and Nantucket Steamship Authority*** *by no fewer than 50 Falmouth residents who have requested a public hearing on the proposed 2021 Winter, Spring, Summer and Fall Operating Schedules. Specifically, the request objects to the inclusion of the 5:30 a.m. freight trip from Woods Hole on the schedules before the Long-Range Vineyard Transportation Task Force, which the Authority Board voted to approve at its October 15, 2019 meeting, is formed and begins to function.*

Pursuant to the Authority's Enabling Act, a public hearing will be held at 4:30 PM Thursday, June 11, 2020 via Zoom videoconferencing. The public may participate in the meeting, including offering testimony, by going to zoom.us and using meeting ID 895 6301 9690. Participants can also use the same meeting ID and join telephonically by calling one of the following numbers: (669) 900-6833, (346) 248-7799, (929) 436-2866, (253) 215-8782, (301) 715-8592, or (312) 626-6799.

You can find more information on the hearing here: https://www.steamshipauthority.com/about/news.

Thank you.

Bob

Robert B. Davis
General Manager
Woods Hole, Martha's Vineyard and Nantucket Steamship Authority
228 Palmer Avenue
Falmouth, Massachusetts 02540
508-548-5011 ext. 200

Town of Tisbury
Office of the Town Administrator
51 Spring Street, P.O. Box 1239
Vineyard Haven, MA 02568
(Tel. 508-696-4203)

August 19, 2019

Woods Hole, Martha's Vineyard and
Nantucket Steamship Authority Board
P.O. Box 284
Woods Hole, MA 02543

Robert R. Jones, Chairman
Marc N. Hanover, Vice Chairman
Kathryn Wilson, Secretary
Moira E. Tierney
Robert F. Ranney

Re: Reduction in Service to the Island of Martha's Vineyard

Dear Members of the Board:

We recently learned of a pending request before you to eliminate the 5:30 a.m. ferry service to the island. The Tisbury Selectmen adamantly oppose any reduction in service.

The Town of Tisbury is the year-round port for the Island of Martha's Vineyard for the transit of passengers, freight and vehicles. Our residents, businesses and daily commuters rely on the early morning boats for our workforce, daily deliveries and to meet medical appointments off island. Eliminating or reducing the morning ferry service from and to Woods Hole, and specifically the 5:30 a.m. ferry service to the island, will have a substantial adverse impact on the island. The reduction in ferry service will increase traffic congestion on island, impede public transit service provided by the Vineyard Transportation Authority and unnecessarily prevent the smooth and timely flow of goods and services to the island.

The Steamship Authority provides an essential service for the island towns. This essential service cannot be met with an elimination or reduction in service. We believe the current schedule for ferry service provided by the Steamship Authority is just meeting the minimum needs of the island.

Sincerely,

John Grande,
Town Administrator

Cc. Robert B. Davis, General Manager
George J. Balco, Port Council Chairman

Steve Sayers

From: Dawna Hammers <[redacted]
Sent: Sunday, June 14, 2020 12:09 PM
To: schedules
Subject: No 5:30 freight boat!

WARNING: This email originated from outside of The Steamship Authority. Please use CAUTION when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

Dear Steamship Authority,
I'm greatly concerned a 5:30 freight truck boat will bring too many big, noisy, polluting and dangerous trucks traveling too fast down Woods Hole Rd too early in the morning into precious, quaint, historic Woods Hole. This will be both very disturbing to hard working residents As well as dangerous due to the many oil and gas trucks traveling on icy roads. There's no great need for this, just capitalistic greed and overdevelopment.
PLEASE STOP THIS FROM HAPPENING!
Thank you very much, Dawna

Sent from my iPhone

Steve Sayers

From: Dawna Hammers <[redacted]>
Sent: Wednesday, June 10, 2020 9:43 PM
To: schedules
Subject: Freight trucks

WARNING: This email originated from outside of The Steamship Authority. Please use CAUTION when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

Dear Steamship Authority,
The amount of increased freight trucks that you are proposing to have go up and down Woods Hole Rd is LUDICROUS!

As it is there are too many cars and trucks racing beyond the speed limit everyday let alone more.

Woods Hole is too small and too precious. We expect that you respect and protect the people who live and work here at all costs.

We all need to simplify and downsize for the health of the people and the planet NOW.

I also speak on behalf of the endangered encroached upon wildlife that live in this area... turkeys, deer, fox, coyotes etc.

Noise pollution is real and adds to stress and air pollution leads to more cases of COVID cases!

PLEASE STOP THIS DESTRUCTION & TURN THIS SHIP AROUND!

Dawna Hammers
326 Woods Hole Rd

Sent from my iPhone

Steve Sayers

From: David Hastings <[redacted]>
Sent: Saturday, June 13, 2020 2:42 PM
To: schedules
Subject: truck traffic related to MV ferry schedules

WARNING: This email originated from outside of The Steamship Authority. Please use **CAUTION** when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

To whom it may concern:

I am a long time resident and a property owner in Woods Hole. I am concerned about the increased impact of traffic generated by ferries to and from the Vineyard. For the past 50 years, I have been well aware of ferry traffic to and from the Vineyard.

However, the substantial increase of traffic, especially the large trucks, and in the early morning, is of great concern to me. Our property is one house away from the main road, and the additional truck traffic has impacted the noise level substantially. I encourage you to explore alternative ways to get goods to the island, not using Woods Hole Road, which is not designed for heavy or early morning truck traffic. Sailing from New Bedford for commercial vehicles seems like the best option.

thank you,
David Hastings
1 Wilson Rd. Woods Hole, MA 02543

Steve Sayers

From: Jen Hastings <[redacted]>
Sent: Sunday, June 14, 2020 8:37 PM
To: schedules
Cc: David Hastings
Subject: concern re the Steamship Authority

WARNING: This email originated from outside of The Steamship Authority. Please use **CAUTION** when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

To whom it may concern:

I am a long time resident and a property owner in Woods Hole. I am concerned about the increased impact of traffic generated by ferries to and from the Vineyard. For the past 50 years, I have been well aware of ferry traffic to and from the Vineyard.

The substantial increase of traffic, especially the large trucks, and in the early morning, is of great concern to me. Truck traffic has impacted the noise level substantially. I encourage you to explore alternative ways to get goods to the island, not using Woods Hole Road, which is not designed for heavy or early morning truck traffic. Sailing from New Bedford for commercial vehicles seems like the best option.

I am also extremely concerned about the lack of responsiveness to Woods Hole residents, and the expansion of the Steamship Authority in downtown Woods Hole. We are a small community, and increasing your square footage and visual presence in Woods Hole is completely inappropriate.

I hope you will listen to us. Thank you.

Jennifer Hastings
18 Spencer Baird
Woods Hole, MA 02543

Steve Sayers

From: Marko Horb <[redacted]>
Sent: Thursday, June 11, 2020 1:08 PM
To: schedules
Subject: Traffic issues

Dear Steamship Authority,
I received a letter in the mail from one Nat Trumbull asking me to sign a petition in regards to "concerns about Steamship Authority traffic growth". I want to state that I have no such concerns. I live on the corner of Woods Hole Road and Mullen Way (4 Mullen way) and my bedroom window faces woods hole rd. I am not bothered by any Steamship Authority traffic and was fully aware of such traffic when I purchased the house. I want to state that as only 58 residents signed their petition this does not represent other individuals in the Falmouth/Woods Hole area who have no issues. We don't have a petition to sign since one is not needed. I have no issues with traffic using Steamship Authority since this is the main route that must be used. If I had concerns I would not have bought a house that is adjacent to Woods Hole Rd. Please be aware there are many citizens like myself who have no concerns and support the new schedule and the 5:30am addition. the volume of traffic and noise is minor.

Sincerely
Marko Horb
4 Mullen Way
Falmouth, MA
[redacted]

Steve Sayers

From: Richard Hugus <[redacted]>
Sent: Saturday, June 13, 2020 11:13 AM
To: schedules
Subject: Comment on Steamship Authority traffic

WARNING: This email originated from outside of The Steamship Authority. Please use CAUTION when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

Dear Steamship Authority Board,

Two Dukes County commissioners have questioned whether commenters on Steamship Authority traffic problems are even residents of Falmouth, I assure you that I am a resident, I own a house on Woods Hole Road, and I am opposed to the addition of a 5:30 AM freight boat to the Authority's schedule on the grounds of noise, air pollution, and safety. My mailbox is five feet from your trucks and l live in the back of my house in order to avoid noise from the road. Several times a day, trucks engine brake on the downhill by my house, and it is truly obnoxious.

The rights of Martha's Vineyard should not come at the expense of Woods Hole. If the new freight boat is so vital, I see no reason why it can't run out of New Bedford.

Richard Hugus

312 Woods Hole Rd.

Steve Sayers

From: Robert Jaye <[redacted]>
Sent: Saturday, June 13, 2020 11:44 AM
To: schedules
Subject: 5;30 am boat ...What is essential?

WARNING: This email originated from outside of The Steamship Authority. Please use **CAUTION** when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

I am against the 5:30m am Woodshole boat to MV. Tell me what is essential on the trucks. If things are so essential why don't you ship out of another port.
Robert

Robert Jaye
[redacted]
7 Church Street
WoodsHole MA 02543
[redacted]

Steve Sayers

From: [redacted]
Sent: Monday, May 4, 2020 3:39 PM
To: schedules
Subject: 2021 schedule

Good afternoon

I would like to request that the 530am boat out of Vineyard Haven be made permanent all year round. Also that there would be no hazard 530 boat since most times there is only on vehicle, Ralph Packer. For all of us who commute for work and drive trucks, the 530 boat is a godsend.

Regards

Bob Kinnecom
Vineyard Haven

Sent from Yahoo Mail for iPhone

Steve Sayers

From: Damien Kuffler <[redacted]>
Sent: Sunday, June 14, 2020 8:03 AM
To: schedules
Subject: Ongoing problems created and maintained by the SSA

WARNING: This email originated from outside of The Steamship Authority. Please use **CAUTION** when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

As a home owner in Woods Hole, I am very distressed by a number of issues created by the SSA, that are have an adverse impact on our village.

1. Your putting on a 5:30 AM ferry creates the need for large trucks to begin driving into Woods Hole shortly after 4:00 AM. This creates enormous distressing noise when people are tryiug to sleep.
2. The SSA has never presented a rational argument as to why a run at this hour is as critical as it claims, and why it cannot be postponed by one hour.
3. Although long ago the SSA
4. It is time for the SSA to show respect for the Woods Hole, Falmouth, and Cape communities which it continues to abuse by it totally self-centered actions.

Damien

Damien Kuffler
49 Gosnold Rd.
Woods Hole
MS 02543

??

Steve Sayers

From: Kuffler Eugénie <[redacted]>
Sent: Tuesday, June 16, 2020 3:56 PM
To: schedules
Subject: Fw: SSA summer 2020 schedule

WARNING: This email originated from outside of The Steamship Authority. Please use **CAUTION** when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

Hello, I've just reread the letter I sent earlier to day and found a few typos that are confusing. Below is cleaner version for the records.
Sincerely,
Eugenie Kuffler

Dear Sirs and Madams,

The 5 :30 am boat with its early morning trucks are a part of a continuing destruction of the quality of life in Falmouth and Woods Hole and I wish to bring your attention to one aspect of this degradation. Much of the quality of village life depends on the proportions between architecture, circulation and public spaces, when well balanced they create a social eco system which allows the inhabitants to move, rest, work and play sometime within surprisingly dense quarters. The SSA has destroyed the eco system at the corner of Luscombe and Railroad Avenues. In order to facilitate truck traffic at the 3rd slip, the SSA has taken out part of the sidewalk on Luscombe Avenue and fanned the ramp out onto a small park where there used to be a picnic table and bike racks. This industrial operation has wiped out the charm of that minuscule epicenter where locals and travelers used to intersect. From Crane Bridge one sees a formless sweep of macadam that has eliminated the boundary between private and town property and has expelled tourists and locals from a zone that is rightfully theirs. I urge the SSA restore the curbs on Luscombe and return to the village its precious collective space in order to preserve the fabric of this small town.

Thank you,
Sincerely,

Eugenie Kuffler
49 Gosnold Road
Woods Hole

Steve Sayers

From: Suzanne Kuffler <[redacted]>
Sent: Sunday, June 14, 2020 8:27 PM
To: schedules
Subject: Scheduling matters

WARNING: This email originated from outside of The Steamship Authority. Please use CAUTION when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

I support residents of Falmouth/Woods Hole who are affected by truck noise related to the 5:30 AM ferry out of WH. I cannot find a serious, convincing reason that this ferry run cannot be move up an hour or even more on a regular basis. Were the Vinyarders to seriously consider how they would like this situation themselves, no doubt dealing with slightly later delivery times would seem the most reasonable of concessions and one that can be lived with. Lack of sleep has no benefits or even remediation except for better sleep environments. I am beginning to see this matter as a sound civil rights practice. Please remove the early morning (5:30 AM) ferry. Let's be ahead of the curve on this matter and set a good policy example for everyone.
Suzanne Kuffler
Woods Hole

Steve Sayers

From: Stephen Laster <[redacted]>
Sent: Thursday, June 11, 2020 12:25 PM
To: schedules
Subject: Comments on proposed schedule

Dear Steamship Board of Governors and Mr. Davis,

As a concerned citizen of Falmouth, I am writing in deep opposition to your current and proposed schedule. I am opposed to the continuation of the 5:30 am departure from Woods Hole and request you change your schedule such the first departure is at 6:30am

As you well know, your schedule results in truck traffic down the Woods Hole Rd as early as 4:30am. Many of these trucks operate in violation of Falmouth noise ordinances and many are encouraged to stop and illegally park on the dirt siding about 1 mile out of town given your rules about entering the Woods Hole terminal. The net result of these actions, that are directly tied to your schedule, is that many of us are unable to sleep past 4:30 am. This situation is frankly unacceptable.

I must also remind you that when I bought my house on the Woods Hole Rd some 26 years ago, your operations did not cause these issues. At the time of our purchase, your company was run as a compassionate and constructive member of the Woods Hole community. You provided good jobs and were a good neighbor. Your leadership was able to balance the island and mainland needs and we were able to get a good night of sleep. I am not sure what compelled you to change and to operate under a scorched earth policy towards Falmouth. Whatever the driver, it is truly shameful that the leadership of the Steamship is unable and unwilling to work towards a compromise.

Given the state of the world today and the shakey state of the Steamship, I encourage you to take a change of strategy. I encourage you to find common ground and once again become a positive member of the larger Woods Hole community. Changing your schedule so we can sleep is the moral solution. Operating the Steamship with a view towards the total economic cost and not just financial profit and loss is the right thing to do. Building a community bridge across Vineyard Sound is the right thing to do.

Please do the right thing and change your schedule. Compromise is a true demonstration of leadership.

With Respect and Deep Concern

Stephen Laster

Steve Sayers

From: Capt. Paul Lobo [redacted]>
Sent: Saturday, June 13, 2020 1:37 PM
To: schedules
Cc: Nathaniel Trumbull
Subject: No more truck traffic on Woods Hole Road

WARNING: This email originated from outside of The Steamship Authority. Please use **CAUTION** when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

Dear Steam Ship Authority
I would like you to consider having most semi-trucks go to the Islands via New Bedford. It is maybe a half hour longer by sea but it takes congestion off the two bridges which are out of date and unsafe with no dividing barriers! New Bedford is the perfect place to bring trucks from. It is close to Boston and Providence and it would take hundreds of trucks off the road of a tourist community.
The noise and pollution from those semis in front of our house is both annoying and bad for our community.
Thank you for you consideration,

Capt. Paul E. Lobo
114 Ships Watch, Falmouth 02540

[redacted]
San Francisco Bar Pilot 1977-2008-Retired
Author: *Crossing the Bar*, The Adventures of a San Francisco Bar Pilot.
Voted Top Five nautical books by gCaptain (2016)

Steve Sayers

From: RICHARD LOVERING <[redacted]>
Sent: Thursday, June 11, 2020 8:02 AM
To: schedules
Cc: [redacted]
Subject: Thursday, June 11, 4:30PM Public Hearing of Steamship Authority

WARNING: This email originated from outside of The Steamship Authority. Please use **CAUTION** when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

Dear Mr. Davis,

I have lived on Woods Hole Rd for over 40 years and I am strongly opposed to allowing the scheduling of a 5:30 am ferry departing Woods Hole. As traffic has increased overall on this road I realize this is not all due to the SSA. However, we can certainly say that the majority of the truck and bus traffic is SSA related (look at the numbers). I realize the SSA buses keep the vehicles out of Woods Hole (a good thing) but they still contribute to the noise and smell.

The worst is the truck traffic early in the morning. You don't need an alarm clock and good luck trying to get back to sleep. It's so bad I can tell which truck is coming up the hill and going by the house just by the engine sound. People complain about Harley's making noise, they should hear one of these diesels coming up the hills at 4:30 in the morning.

The real scary part is having these loaded tanker trucks traveling down Woods Hole Rd. to make the boat. Ever since the SSA received permission to allow the transport of the fuel trucks this has been a concern. Please recall the recent accident involving the tanker truck at the Bourne Rotary and all the impact on that area and imagine a similar situation on Woods Hole Rd. All it takes is one sleepy or texting driver, it's really a frightening thought.

I can understand the SSA responsibility to serve the growing needs of the Island but a line needs to be drawn regarding the acceptability of sailing times from Woods Hole. It's not fair that the residents of Woods Hole & Falmouth have to put up with the noise, smells (both diesel and the fragrant trash trucks, imagine that thru your neighborhood!) and all the resultant traffic congestion.

Sincerely,

Richard Lovering
Woods Hole Rd.

Steve Sayers

From: James Mavor [redacted] >
Sent: Monday, June 15, 2020 4:48 PM
To: schedules
Subject: Re: Early Morning Freight Boat From Woods Hole

WARNING: This email originated from outside of The Steamship Authority. Please use **CAUTION** when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

Dear Members of the Steamship Authority,

As a property owner in Woods Hole I support my neighbors who are impacted by the early morning truck noise. Though I am not directly impacted by the noise of the trucks because my house is
far enough away from the main road, I believe that the noise issue need to be dealt with. A compromise some where in the middle needs to be found.

Thank you,
Jim Mavor

James Mavor
19 Standpipe Hill Road
Woods Hole, MA 02543
[redacted]

Edgartown Police Department

72 Pease's Point Way South, Edgartown, MA 02539
Phone (508) 627-4343 Fax (508) 627-4577
edgartownpd@comcast.net

Bruce R. McNamee
Chief of Police

TO: WH/MV/Nantucket SSA Authority Board

FROM: Chief Bruce McNamee

SUBJECT: Early freight delivery

DATE: 25/June/20

It has been brought to my attention that the early delivery of commercial goods to our business area from off-island suppliers could possibly be in jeopardy. I would like to stress that not capitalizing on early morning deliveries is a terrific mistake, for as you can well imagine, downtown Edgartown quickly congests with traffic as the day progresses which makes the narrow streets very difficult for large delivery trucks to navigate and offload their goods. Also, with a large number of pedestrians on our streets as the day progresses, getting these deliveries accomplished in the early morning hours is critical to keeping our streets safe for foot traffic.

In closing, in addition to my obvious traffic concerns, I fear that pushing back delivery times to later in the day could be a significant threat to both the pedestrians and the motoring public in our downtown area.

Thank you,

Chief Bruce McNamee

Steve Sayers

From: Dunya McPherson <[redacted]>
Sent: Monday, June 15, 2020 12:21 PM
To: schedules
Subject: I am a resident objecting to SSA early freight schedule

WARNING: This email originated from outside of The Steamship Authority. Please use **CAUTION** when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

As a home owner in Woods Hole, I am very distressed by a number of issues created by the SSA, that are having an adverse impact on our village. It is time for the SSA to show respect and concern for the community which is it currently trammeling.

1. Your putting on a 5:30 AM ferry creates the need for large trucks to begin driving into Woods Hole shortly after 4:00 AM making enormous distressing noise when my neighbors and I are trying to sleep. The SSA has never presented a rational argument as to why this run cannot be postponed by one hour.
2. It is time for non-time-sensitive and hazmat freight to be transported out of New Bedford. These enormous vehicles are too big, heavy, and dangerous for the narrow road and closeness of humans living along it.

Dianne McPherson
520 Woods Hole Rd.
Woods Hole, MA 02543

Steve Sayers

From: Russell Murphy <[redacted]>
Sent: Saturday, June 13, 2020 3:36 PM
To: schedules
Subject: public comment on 5:30 am freight ferries/schedules

WARNING: This email originated from outside of The Steamship Authority. Please use **CAUTION** when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

I am a tax paying resident of Falmouth. I strongly object to the continuation of this schedule, especially in light of the Steam Ship Authority's foot dragging and unresponsiveness to reasonable requests to exam alternatives to the proposed early morning schedule. Specifically, no facts have been presented to support the claim of urgency for transporting goods and materials at the 5:30 hour; no serious efforts have been made to restart consideration of shipping from New Bedford; the Authority seems to have made no effort to pressure nonresponding communities to make required appointments to the transportation Task Force; no serious assessment has been made of the environmental damages caused by the existing and proposed ferry schedules; the Authority has failed to regulate truck arrivals and departures from the Woods Hole terminal (as documented by testimony at the recent hearing); and the Authority demonstrates no concern for the financial costs to Falmouth taxpayers resulting from lost revenues caused by Covid 19. It is inappropriate that Falmouth residents like me are forced to subsidize SSA losses at the same time that the Authority gives minimum lip service to the legitimate concerns of Falmouth taxpayers.
Russell G. Murphy

--
Russell G. Murphy
Research Professor of Law
Suffolk University Law School
120 Tremont St.
Boston MA 02108
[redacted]

Steve Sayers

From: Ann Newbury <[redacted]>
Sent: Saturday, June 13, 2020 11:05 AM
To: schedules
Subject: Traffic pressure

WARNING: This email originated from outside of The Steamship Authority. Please use CAUTION when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

I am a year around resident of woods hole. The truck traffic on our village roads, the early morning noise from them and the parking on Bar Neck Road is problematic. Too many early trips of the ferries could be alleviated by bringing New Bedford facilities on line. Now is the time to keep the Woods Hole terminal at a smaller size and make a start at investing in diversification by developing New Bedford.

Your terminal development at Woods Hole is decidedly ugly and overbearing from the water and we town residents have rights to be out there.

Please consider the town you are destroying as you plot to make more money and serve people who live elsewhere.

Thank you,

Ann Newbury
Woods Hole, Ma
Sent from Ann Newbury

Steve Sayers

From: Jim Newman [redacted]>
Sent: Saturday, June 13, 2020 2:36 PM
To: schedules
Subject: Woods Hole traffic

WARNING: This email originated from outside of The Steamship Authority. Please use **CAUTION** when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

Dear Steamship Authority,

I want to echo the many comments of my neighbors and tell you that traffic between Woods Hole and Falmouth is a big problem. You need to be part of the solution. Thanks.

— Jim

~~~~~~

Jim Newman
Penikese Island School
[redacted]
[redacted]
~~~~~~

Steve Sayers

From: Trina Novak <[redacted]>
Sent: Sunday, June 14, 2020 8:05 PM
To: schedules
Subject: Early Morning Freight Boat From Woods Hole

WARNING: This email originated from outside of The Steamship Authority. Please use **CAUTION** when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

Dear Members of the Steamship Authority,

As a property owner in Woods Hole I am writing to express my dismay at the continued scheduling of a 5:30am freight boat out of Woods Hole. The noise the trucks make as they accelerate and decelerate up and down Woods Hole Road, plus the idling while waiting for the boat, is disruptive to those who live along the route and in the village of Woods Hole.

I request that the Steamship Authority bring together all parties in a reasonable fashion to work out a compromise. Martha's Vineyard managed without this boat until 2012. What has changed? Can this be resolved with having the early freight delivery come from New Bedford? This issue has turned into an ugly us verses them argument. It is appalling that Dukes County commissioner Christine Todd questioned the residency of hearing attendees, claiming they were meddling in affairs in which they had no legitimate stake. I wish to remind Ms. Todd that several residents of Martha's Vineyard are summer residents. Do they not have a right to speak about the issue?

There needs to be a resolution of this issue. It may take several task forces made up of stakeholders and reasoned discussion. To continue to create a situation that causes resentment is counterproductive.

Thank you,

Trina Novak

Trina Novak
19 Standpipe Hill Road
Woods Hole, MA 02543
[redacted]

TOWN OF OAK BLUFFS

Post Office Box 1327 · Oak Bluffs, MA 02557
Telephone 508-693-3554 · Fax 508-696-7736

Board of Selectmen

Brian C. Packish, *Chairman*
Jason Balboni
Gail M. Barmakian
Gregory A. Coogan
Michael J. Santoro

Robert L. Whritenour, Jr.
Town Administrator

June 12, 2020

Woods Hole, Martha's Vineyard and
Nantucket Steamship Authority Board
PO Box 284
Woods Hole, MA 02543

Robert R. Jones, Chairman
Marc N. Hanover, Vice Chairman
Kathryn Wilson, Secretary
Moira E. Tierney
Robert F. Ranney

RE: Potential Reduction in Ferry Service to the Island of Martha's Vineyard

Honorable Members of the Board:

The Board of Selectmen of the Town of Oak Bluffs became aware as a body that the Steamship Authority would be conducting another public hearing today for the purpose of hearing yet another a request to reduce service to the Island of Martha's Vineyard by eliminating the 5:30 A.M. ferry. At their regular meeting held June 9, 2020, the Board of Selectmen voted to direct me to prepare correspondence to you reiterating their strong opposition to this reduction in service and to urge you to reject this latest proposal. Just nine months ago a public hearing was held on this same topic and the Island communities were very clear in pointing out the tremendous negative impact that this change would have on our residents. The repeated requests to bring this matter up over and over amount to nothing short of bullying tactics to interfere with service to the Island.

The Oak Bluffs Board of Selectmen sent a detailed letter outlining their issues and concerns in September of 2019, and they have asked that I include this letter with my correspondence to clearly outline their concerns which are the same now as they were less than a year ago. Whether it is access to medical services and doctor appointments, or the delivery of food and other critical supplies, the early boat fulfills an enormously important role in preserving a modicum of the quality of life enjoyed by mainland residents. It now appears mean-spirited and abusive of the public process to repeatedly attempt to deny these most basic connections for the residents of Martha's Vineyard in light of the demonstrated need.

On behalf of the Board of Selectmen I ask that you review once again the strong reasoning in the correspondence of September 3, 2019 and to please accept their sense of urgency in once again rejecting this proposal for a reduction in service.

Sincerely,

For the Oak Bluffs Board of Selectmen,

Robert L. Whritenour, Jr.,
Town Administrator

encl. Board of Selectmen Correspondence of September 3, 2019

cc: Board of Selectmen of the Town of Oak Bluffs
Board of Selectmen of the Town of Aquinnah
Board of Selectmen of the Town of Chilmark
Board of Selectmen of the Town of Edgartown
Board of Selectmen of the Town of Tisbury
Board of Selectmen of the Town of West Tisbury
Dukes County Commissioners
Board of Selectmen of the Town of Nantucket
Senator Julian Cyr
Representative Dylan Fernandes
George J. Balco, Port Council Chairman
Robert B. Davis, General Manager

TOWN OF OAK BLUFFS

Post Office Box 1327 · Oak Bluffs, MA 02557
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Board of Selectmen

Brian C. Packish, *Chairman*
Jason Balboni
Gail M. Barmakian
Gregory A. Coogan
Michael J. Santoro

Robert L. Whritenour, Jr.
Town Administrator

September 3, 2019

Woods Hole, Martha's Vineyard and
Nantucket Steamship Authority Board
PO Box 284
Woods Hole, MA 02543

Robert R. Jones, Chairman
Marc N. Hanover, Vice Chairman
Kathryn Wilson, Secretary
Moira E. Tierney
Robert F. Ranney

RE: Potential Reduction in Ferry Service to the Island of Martha's Vineyard

Honorable Members of the Board:

The Board of Selectmen of the Town of Oak Bluffs has been informed that the Steamship Authority Board may be entertaining a request to reduce service to the Island of Martha's Vineyard by eliminating the 5:30 A.M. ferry. At their regular meeting of August 27, 2019, the Board of Selectmen voted to oppose this measure in the strongest possible manner through a correspondence to your Board and urges you to reject this reduction in service.

The Board knows that you are well aware of the importance of the ferry service which provides a lifeline for our Island communities. Many others simply don't understand or appreciate the enormous negative impact that such a reduction in service would have on our local residents. First and foremost, we rely wholly on the Steamship ferry service to be able to access medical services and get to doctor's appointments. It is often an all-day affair to be able to get to a doctor's appointment, receive chemotherapy or any other deeply needed medical services. Often the 5:30 A.M boat is the only means to get up to the city on time for appointments the same day. Can you imagine having to take two days and stay in an expensive hotel just to see your doctor or receive medical treatment? That is what such a change means for us.

Another critical issue deals with the delivery of food and other supplies which require the early boat to be able to unload critical supplies at various business locations in the Town at reasonable times in the morning to avoid complete gridlock on our local roads. Later boats mean later deliveries during times when our narrow roads are packed with traffic. The geometry simply does not exist to accommodate food deliveries, local traffic and visitor traffic at the same time. It creates complete chaos and shuts our business districts down. We rely on the 5:30 A.M. boat during the summer and shoulder seasons to accommodate the flow of goods and traffic that we need to service our local and visiting population.

Available space on the current ferry service schedule is already very limited during the busy summer months, and the 5:30 A.M. ferries currently offer an extremely limited number of trips. We hope to work with the Authority to increase our level of services as local residents needs often get lost in the summer trade. To eliminate the service would be an unthinkable detriment to our community, and a measure that we hope you will join us in opposing.

In closing I wish to thank the Steamship Authority for your efforts during the recent busy summer period to meet our critical needs. We hope that we may continue to work with you as strong advocates for our community members who rely entirely on the Steamship service to meet their daily critical needs and we look forward to your support for service improvements rather than a dismantling of these essential public services.

Sincerely,

For the Oak Bluffs Board of Selectmen,

Brian Packish, Chairman

cc: Board of Selectmen of the Town of Aquinnah
Board of Selectmen of the Town of Chilmark
Board of Selectmen of the Town of Edgartown
Board of Selectmen of the Town of Tisbury
Board of Selectmen of the Town of West Tisbury
Dukes County Commissioners
Board of Selectmen of the Town of Nantucket
Senator Julian Cyr
Representative Dylan Fernandes
George J. Balco, Port Council Chairman
Robert B. Davis, General Manager

Steve Sayers

From: David Prosten <[redacted]>
Sent: Saturday, June 13, 2020 3:21 PM
To: schedules
Subject: SSA and Woods Hole Road

WARNING: This email originated from outside of The Steamship Authority. Please use CAUTION when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

Friends, we are year-round residents at Treetops, a condo development on Woods Hole Road in Falmouth, midway between the villages of Falmouth and Woods Hole, and we're asking that the 5:30 a.m. freight run from Woods Hole be relocated to New Bedford. The truck sounds at that time of morning are just too much, and the noise is often exacerbated by the use of jake brakes (which are >always< too much, regardless of the time of day). We haven't talked to every single neighbor in our 62-home community, but each that we have discussed it with agrees there's a problem that needs to be fixed.

Sincerely,
David Prosten & Sarah Flynn
64 Landfall
Falmouth

Sent from my iPad

Steve Sayers

From: Patti Riccardelli <[redacted]>
Sent: Saturday, June 13, 2020 1:22 PM
To: schedules
Subject: Noise and traffic

WARNING: This email originated from outside of The Steamship Authority. Please use CAUTION when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

I am a resident of Treetops. It is evident that there is an increase in large vehicles heading for the ferry. These noise is annoying and the traffic is even more so.
I wonder if some of these vehicles might be routes through Plymouth or New Bedford.
Patricia Riccardelli
84 Ships Watch
Treetops

Sent from my iPhone

Steve Sayers

From: Phil Richardson <[redacted]>
Sent: Saturday, June 13, 2020 5:28 PM
To: schedules
Cc: Phil Richardson
Subject: Parker's barges to MV could carry the trucks of the 5:30 WH Ferry

WARNING: This email originated from outside of The Steamship Authority. Please use **CAUTION** when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

Dear SSA,

I have been watching out my Woods Hole Window as Parker's barges transport fuel trucks and freight trucks (plus lots of other things) to Marthas Vineyard from New Bedford and back again. It seems to me that a reasonable solution to the extreme truck noise problem in Woods Hole associated with trucks on the 5:30 AM ferry to Marthas Vineyard would be to have Packer barge the early (5:30 AM) trucks to Marthas Vineyard from New Bedford.

We now know that could work and that Parker can load and unload trucks in New Bedford. Parker's barges go through Woods Hole Passage at any time day and night, as I have observed and heard, so that the trucks could be scheduled to arrive at whatever time the Marthasvineyarders like. The trucks could be barged back later or, of course, could take the ferry to Woods Hole, although it would be helpful to Woodsholeans for the trucks to go to New Bedford in order to reduce the noisy dangerous truck traffic through Woods Hole.

I hope you will consider this solution since the trucks are already being taken to Marthas Vineyard by barge right now. Taking the early trucks by barge to Marthas Vineyard would save us Woodsholoeans lots of grief about the excessive noise of the early trucks passing through Falmouth and Woods Hole.

Thank you,

Philip Richardson
146 Church Street
Woods Hole, MA
02543

Philip L. Richardson
[redacted]
Woods Hole Oceanographic Institution
Woods Hole. MA 02543
[redacted]

Steve Sayers

From: [redacted]
Sent: Monday, June 15, 2020 12:31 PM
To: schedules
Subject: 2021 scheduled 5:30 AM freight run
Attachments: To the Steamship Authority Board of Directors.docx

WARNING: This email originated from outside of The Steamship Authority. Please use **CAUTION** when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

We object to the continuation of the scheduled 5:30 AM freight run out of Woods Hole because it interferes with the quality of life in Woods Hole.

Nan & Walter Schanbacher
14 Cowdry Rd.
Woods Hole, MA 02543
[redacted]

To the Steamship Authority Board of Directors:

We took part in the public Zoom meeting on June 11, 2020 to discuss the Authority's proposed schedule for 2021. We did not take the opportunity to speak, as others made the same points we would have enumerated.

We object to the continuation of the scheduled 5:30 AM freight run out of Woods Hole because it interferes with the quality of life in Woods Hole. Every day we are awakened at 4:30 in the morning by the trucks barreling down the Woods Hole Rd., grinding their gears as they down shift, using their jack breaks, their engines roaring, and beeping as they back into parking places to await loading. The trucks are often parked along Railroad Ave. with their engines running, spewing diesel fumes into the air for extended periods.

1. the Authority has for years violated its own Enabling Act -- which calls for the operations to benefit ALL citizens of the state -- by imposing more and more on Woods Hole with increased, traffic, noise, and pollution. The Authority has also treated Woods Hole residents with contempt for many years by pretending to hear our complaints and then making no attempt to find a mutually acceptable solution.

2. The Martha's Vineyard contingent repeatedly makes the claim that "It is crucial, vitally important" that Vineyard merchants receive their goods first thing in the morning. Since those merchants managed perfectly well until 2012 without the early morning freight run, this is, on its face, a hollow claim. Furthermore, when the type of goods going over is examined, it turns out to be things like building & gardening materials, not something truly vital like food or medical supplies.

3. Although the Authority pretends to be considering the use of New Bedford as an alternative port from which to ship freight, they have, evidently, taken no steps so far even to study that possibility, although several individuals have undertaken studies that show conclusively that running a boat from New Bedford at a slower speed would actually save money and would not, as claimed by the Vineyard Commissioners, raise the price of everything shipped.

4. The public officials who spoke first were all Vineyard Commissioners. Although each claimed to be speaking as "private individuals" rather than as public officials (and should not, therefore have been given the first opportunities to speak), the appearance of 4 Commissioners appeared to be an orchestrated and organized show of force, with each following a script. This is no different than other public meetings to discuss the freight schedule, where the executives of trucking companies had clearly been invited for the same purpose, i.e. to provide a strong show of force to which the Authority could point to say that the numbers indicate the need for continuing to bring increasing truck traffic through Woods Hole from 4:30 AM on.

5. The traffic issues exist on both the Woods Hole and the Vineyard ends of the runs. The traffic on the Vineyard has become so congested in the summer that it makes getting around on the island very difficult, time-consuming and unpleasant. It is likely that residents of the island find the increase of traffic to be as much of a nuisance as the Woods Holers do. A point that was not

made, but should be noted, is that Woods Hole is a single port serving 2 ports on the Vineyard. The Vineyard ports each get only 50% of the traffic that comes through Woods Hole.

6. The danger of serious accidents occurring as the trucks come barreling down the Woods Hole road cannot be exaggerated. The addition of a cross-walk on the Crane St. bridge has done little to slow traffic headed to the boats. There is no safe way to cross the Woods Hole Rd. anywhere except at the Bank. Furthermore, the speed at which the trucks take the curve at Harbor Hill Rd. is almost asking for an accident that could endanger, lives, property, and in the case of hazardous materials, serious and/or dangerous pollution.

7. The residents of Woods Hole and along the WH Rd. have been seeking solutions to the problems caused by the early-morning freight runs since the beginning. The Authority itself was aware of the potential for this disruption and was apparently cautioned initially that it might not work for Woods Hole. The final result is that it worked fine for the Vineyarders and the truckers, but not for Woods Hole, but since island has 3 times the voting power that Woods Hole has on the Board of Directors, we are the ones thrown under the bus (or perhaps more correctly, the boat).

8. A last point is that, with the redesign and construction of the new terminal and the surrounding Authority property, Woods Hole has had to endure even more noise than usual. The Authority has extended the slips so far out into the harbor, they practically block the entrance to the Eel Pond. To accommodate the third slip, they have destroyed what used to be a nice little park and have made no effort to replace it with any kind of landscaping. Furthermore, the town was assured that the third slip was for repair & maintenance only, but it is being used on a regular basis for ferrying cars and trucks.

We continue to be open to honest debate and are trying in good faith to work out some of the issues, but the Authority has repeatedly turned a deaf ear and has refused, until very recently, to engage in serious discussions. Unfortunately, the Zoom meeting on June 11th appeared to be a return to the same old tactics, and we remain at odds.

Thank you for the opportunity to express, yet again, our objection to the 5:30 AM freight run out of Woods Hole.

Sincerely,

Nan & Walt Schanbacher
14 Cowdry Rd.
Woods Hole, MA 02543

Steve Sayers

From: Ann Sears <[redacted]>
Sent: Monday, June 15, 2020 5:19 PM
To: schedules
Subject: Woods Hole Road-Locust Street SSA traffic
Attachments: steamship.docx

WARNING: This email originated from outside of The Steamship Authority. Please use **CAUTION** when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

Atty. Sayers, SSA,
Please open attached letter for the remarks I would have given at last week's SSA hearing on impact of trucks to Martha's Vineyard on my house and life on Locust Street in Falmouth. Thank you

See Attached letter

96 Locust St.
Falmouth, MA 02540

June 15, 2020

Atty. Steve Sayers,
Steamship Authority

Dear Mr. Sayers,

I watched the Steamship Authority hearing on Zoom last Thursday and would have offered the following comments if I had been able to find the “speak” button. Please include these comments with the other testimony concerning SSA truck traffic on Woods Hole Road and Locust Street, Falmouth.

I live in a 230-year-old house on Locust Street (the upper part of Woods Hole Road) in Falmouth. The house stands very close to the two-lane road, and it vibrates and shudders when the long trucks race to and from the Steamship Authority docks in Woods Hole. The sound is particularly alarming when these behemoths hit the two cracks in the road in front of my house. (We asked the town to fill them in January.) I’m not sure how much more stress the house and its occupants can take.

The house and others nearby are of some value to the town. They are in Falmouth’s Village Green National Historic Register district. They are on the Historical Society’s Village Green Walking Tour. We have lived here since 1983 when traffic to the island of Martha’s Vineyard was much less noticeable. Oil tankers did not use the road, trucks supplying the Vineyard were smaller and some used private freight boats from off-Cape. The quality of life on the street was pretty good.

As the Vineyard became an increasingly popular destination in the 90ies, the SSA eventually responded to the rising complaints about the traffic noise and congestion with a parking lot and busing system to reduce car traffic on the road. However, around the same time the SSA began handling all the trucks and tankers to the Vineyard out of Woods Hole. The people of Woods Hole and Falmouth have been asking the SSA to shift freight operations to New Bedford since that time.

The more recent introduction of long, long-haul trucks onto this residential street now makes it imperative for the SSA to either move freight operations to New Bedford or Bourne, or go out of the freight business. It is not fair for the SSA to destroy part of one member town to benefit another member town.

We have tried to adapt to our new living conditions. We no longer use the front rooms of our house. The back door is our front door, But now even at the back of the house, it is hard to converse outside when one of the long trucks is

passing. Yes, we could move to another house, if we could sell this one. But because the SSA has made Locust Street a truck route, houses on the street no longer sell.

I know it takes time to resolve problems like this, but we have been talking with the SSA about the truck traffic for years. It is time for action. I offer three suggestions:

Raise SSA freight rates to make it more feasible for a private business to undertake shipping these trucks from New Bedford or some other mainland port.

Or, raise rates on the huge trucks to encourage shippers to return to using smaller trucks.

Or, explore with the Mass Maritime Academy and the Cape Cod Canal the possibility of using their docking facilities for Vineyard freight either temporarily or permanently.

At the hearing you mentioned that a special SSA-Falmouth Committee is looking at several ideas that I think would prove helpful. Please act on them.

The proposals would:

Require truckers to adjust their equipment to reduce the noise on the Woods Hole run.

Start with the long Cape Cod Express trucks. There are two or three that seem to use this road once or twice a day. They are by far the noisiest on their return run when they are empty and speeding over the cracks in the road. It sounds like something large and metal is loose and crashing around in the back of the trucks. Or, possibly the connection between the cab and the van is too loose.

Test the sound volume of traffic on Locust St.

You are welcome to put a meter on our property.

Ask the state and town to reduce and enforce speed limits on the road.

I think the northbound speed limit is 25 mph, but the trucks slow down only when traffic is backed up.

And, finally, ask the state Transportation Dept. to fill the cracks in Locust Street.

Sincerely,

Ann Sears

Steve Sayers

From: [redacted]
Sent: Tuesday, June 16, 2020 12:00 PM
To: schedules
Subject: 2021 SSA Schedule

WARNING: This email originated from outside of The Steamship Authority. Please use **CAUTION** when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

The disruption to the lives of people of Woods Hole caused by early morning trucks using your ferries has long been a problem. The SSA's resistance to finding an acceptable solution for the residents of Woods Hole and the Vineyard has been a well. It's time for you to end your delays and fix the problem.

Peter Shile
25 Gardiner Road
Woods Hole, MA

Steve Sayers

From: Deborah Siegal <[redacted]>
Sent: Saturday, June 13, 2020 8:42 PM
To: schedules
Subject: Schedules

WARNING: This email originated from outside of The Steamship Authority. Please use CAUTION when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

Dear Steamship Authority Board:

I am not a Woods Hole resident, but have lived in Falmouth for 40 years. Life for everyone I know has been increasingly and adversely impacted on a regular basis by the excess of traffic going to the Vineyard.

What has added insult to injury, however, has been the early morning truck traffic on Rte. 28 headed for the first ferry leaving Woods Hole.
We live in West Falmouth, approximately 1/2 mile west of that road, and are frequently awakened at 4:30 to 5:00 a.m. in the warmer months when our bedroom windows are open.

I suspect that the hard-working, year-round residents of the Vineyard aren't the ones receiving this excess of "goods" that is so terribly important. New Bedford wants this traffic. Falmouth doesn't.

Sincerely,
Deborah Siegal
Richard Payne

--
This email has been checked for viruses by AVG.
https://www.avg.com

Steve Sayers

From: [redacted]
Sent: Saturday, June 13, 2020 11:15 AM
To: schedules
Subject: early boat

WARNING: This email originated from outside of The Steamship Authority. Please use CAUTION when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

I'm a year-round Woods Hole resident. I also have a family home in Chilmark. I listened to the recent public meeting about the boat schedule. As I'm sure you heard, the early freight boat is a big problem here in Woods Hole. The truck noise and traffic begin around
4:30 AM and deprive residents of the right to live in peace in their homes. Many of the truck drivers flout the law by speeding and by parking illegally in the turnout on Woods Hole Road. This is not directly your fault but you could do something about it and have not.
The arguments presented in favor of retaining the early boat were not persuasive. It is clearly there for the convenience of the Vineyard without due regard for the inconvenience (and worse) of Woods Hole residents. Your intransigence on this and other issues is not going to end well for the Steamship Authority. Dealing honestly and effectively with the early boat is not only the right thing to do, it is the smart thing to do.

Andrew Solow
Quissett Avenue
Woods Hole

Steve Sayers

From: Pam Stark <[redacted]>
Sent: Wednesday, June 10, 2020 3:28 PM
To: Robert Davis
Cc: Kathryn Wilson
Subject: Scheduling, safety and village impact

WARNING: This email originated from outside of The Steamship Authority. Please use **CAUTION** when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

Dear Bob,

I hope you are well during these challenging times for both the SSA and the world at large.

I hate to add to your burdens but we are seeing signs of the SSA being overwhelmed by the demands of both freight and vehicular traffic. Today at 1:15 cars were lined up down Cowdry parked with their engines on (right outside our windows). When I spoke with two vehicles they both said they were told to "go away for 15 minutes".

From our observations your boats are not able to handle loading and unloading while also serving vehicles who have showed up for the boat that is unloading.

This might be a symptom of you allowing standbyes? If you only do reservations and eliminate the standbyes then the impact would be less on the surrounding community and safer. Or perhaps a staging area of incoming traffic at Palmer Ave would allow things to run more smoothly at the Port.

The port is already hampered enormously by only having two functioning slips although as I recall early on at several community presentations we were assured that the third slip would remain an emergency only dock and that the SSA wasn't growing their mission. Additionally, the area that is currently under construction is not available for staging.

During this time of construction and lack of staging area it is particularly important that the SSA make every effort to communicate arrival protocols to their customers and I would argue that standbye should be completely eliminated.

With the overcrowding of the piers and the 52 + trips a day in addition to the confusion the pandemic adds it is likely that an accident is going to happen soon. It's not if, it's when. Your shore facility people are pros but they are humans too. They cannot operate safely in the increasingly chaotic environment at the facility.

Wallace and I have a birds eye view of your operations and we are extremely concerned for the safety of everyone using and working for the SSA. Please for the health of everyone affiliated with your mission and the surrounding community, implement a system that doesn't send excess traffic blindly into the Woods Hole bottleneck. Please make every effort to handle your traffic on your property.

Thank you for keeping the safety of your operations and the well being of the village of Woods Hole uppermost on your agenda.

Your neighbors,

Pam and Wallace Stark

Steve Sayers

From: Betsy <[redacted]>
Sent: Sunday, June 14, 2020 8:45 AM
To: schedules
Subject: freight traffic on the ferries

WARNING: This email originated from outside of The Steamship Authority. Please use **CAUTION** when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

Dear SteamShip Authority,
I live in TreeTops, on Woods Hole Road, the only route to the ferry terminal. I totally understand the need for getting freight to the island as early in the Day as possible, so that it can be delivered before the roads there are clogged. I also understand how upsetting the truck noise is to inhabitants of Woods Hole. Your rationale for not using the port of New Bedford for freight is that "it doesn't work" and it is not supported. If the only way shippers could get their merchandise to the Vineyard early in the day was to send it via New Bedford, they WOULD MAKE IT WORK. Please reconsider this option.

Betsy Stegeman
66 Landfall

Sent from Mail for Windows 10

Steve Sayers

From: [redacted]
Sent: Saturday, June 6, 2020 1:31 PM
To: schedules
Subject: public hearing on proposed schedule changes June 11

Thank you for holding a public hearing on proposed schedule changes.

Due to my personal technical limitations I cannot attend, but I would like to submit the following comment:

The early morning freight ferry from Woods Hole should be canceled, or at the very least restricted to passenger cars only. The noise and vibrations of heavy trucks barreling down Woods Hole Road into our small village should not ever be allowed until a 6:30 AM ferry at the very earliest. All of your customers should be reminded of the 40 mph speed limit on Woods Hole Road. It drops to 35 mph near the intersection of Harbor Hill Road.

Thank you for your consideration,
Judith Stetson
261 Quissett Ave.
Woods Hole, MA 02543

Steve Sayers

From: JUDITH STETSON [redacted] >
Sent: Saturday, June 13, 2020 12:20 PM
To: schedules
Subject: Ferry schedule from Woods Hole

WARNING: This email originated from outside of The Steamship Authority. Please use **CAUTION** when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

I have lived in Woods Hole ever since 1968, and I have lived in Falmouth ever since my marriage in 1960. I was unable to attend your most recent meeting because I am now 83 and have not learned how to meet "virtually."

BUT I am still easily able to hear the noise of the trucks from the ferry accelerating along Woods Hole Road and the noise of the trucks to the ferry decelerating, and often Jake braking, along Woods Hole Road.

Judith Stetson
261 Quissett Ave.
Woods Hole, MA 02543

Steve Sayers

From: Nathaniel Trumbull [redacted] >
Sent: Monday, June 8, 2020 11:24 AM
To: Steve Sayers; Alison Fletcher; schedules; Doug Jones; Kathryn Wilson
Subject: Fwd: Sippiwissett/Quissett Ave. corridor

Alison and Steve,

I am forwarding the message (I removed the author's name) below as it mentions a GPS issue in another context.

Please see the other comments as well.

Nat

---------- Forwarded message ---------
Date: Mon, Jun 8, 2020 at 9:56 AM

Good Morning Nat,
In reference to our call a few weeks ago, I'd like to propose adding the automobile traffic into any environmental impact study and include the Sippiwissett/Quissett Ave corridor as well.
Although most trucks stay on Woods Hole Rd, GPS assisted drivers often come off at Quissett Hbr Rd and continue onto Quissett Ave. And hundreds of cars a day use Quissett/Sippiwissett as an alternate route, whether due to local knowledge or due to GPS. Our Quissett Hbr/Quissett Ave corner stop is assaulted environmentally as a result, including stop and go exhaust emissions, brake pad particulate, various fluid leakage etc.
A couple questions/proposals-
1. Is the Sippiwissett/Quissett Ave corridor under state supervision similar to Woods Hole Rd/Rt 28, or does Falmouth have a say in regulating/restricting traffic on it?
2. Should emphasis on New Bedford be strictly for freight? Why can't provisions be added to include car traffic coming up 95/195 etc?
3. Environmental studies should include HUMAN physical and psychological impact. The most obvious perhaps being air quality, but also including sleep loss/deprivation, extreme levels of noise pollution affecting mental health etc. There must be existing scientific studies to aid this.

Thanks,

Steve Sayers

From: Nathaniel Trumbull <[redacted]>
Sent: Monday, June 15, 2020 8:30 AM
To: schedules
Subject: Ferry transportation cost less than 1% of cost of Vineyard goods, as cited in the MV Regional Transportation Plan, 2020-2040, p. 57

WARNING: This email originated from outside of The Steamship Authority. Please use **CAUTION** when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

Dear Steamship Authority Board members,

At the June 11 public hearing we heard from Dukes County commissioners the fear that a supplemental freight route (and geographically further if the route is from New Bedford) to the Vineyard would be expected to raise the cost of goods on the island.

The Martha's Vineyard Commission included this paragraph below in the recently published *Martha's Vineyard Regional Transportation Plan 2020-2040* report. I wish every SSA Board member could read it carefully.

"Shipping is often blamed for the higher cost of goods on the Island, but that may not be the main cause. The costs of trucking from a mainland port include the tariff, the time required of drivers and equipment (ferry schedules account for at least three hours of dead time that necessitate more equipment and drivers), and the administrative costs of scheduling and dispatching to handle ferry operations. However, the total cost of logistics (transportation, inventory, and warehousing) is generally 10–15% of a final retail product's cost, with transportation representing only 3%. In the 1960s, the New England Motor Rate Bureau concluded that the additional transportation cost of shipping to the Vineyard was about 23%, a figure that is likely still valid today. So the average additional cost of a product costing $100 is probably less than a dollar (a 23% increase of a $3 transportation cost). The relatively higher cost of some products is attributable more to personnel and operating costs associated with Island living, especially the higher real estate costs, and may also reflect the fact that retailers have a captive market on the Island." (p. 57)

http://www.mvcommission.org/sites/default/files/docs/Martha%27s%20Vineyard%20RTP%202020-2040%20FINAL%20%28APPROVED%29%208-22-19%20opt_0.pdf

Thank you.

Nat Trumbull, 11 Church St., Woods Hole
[redacted]

Public comment from Nat Trumbull, read during public hearing on June 11, 2020

Dear Steamship Authority Board members,

I would like to address three topics. The first topic is a short history of the 5:30AM freight scheduling from Woods Hole, the second is about the economics and environmental considerations of a mainland port such as New Bedford as a potential supplemental freight port for the islands, and the third is more specific to our petition.

1. First a short history of the 5:30AM freight truck scheduling

The Steamship Authority has known about its freight truck impacts on Falmouth residents, and especially its early morning impacts, from before it began scheduling a 5:30AM ferry with freight trucks in 2012.

I quote from the October 2011 Steamship Board meeting minutes, when a 5:30AM freight schedule was first proposed from Woods Hole: "Mr. Hanover ... cautioned that there should not be any excessive noise in either Woods Hole or Vineyard Haven, observing that if the Authority's operations begin to cause problems at that time of the morning, the early trips may have to be discontinued." The Falmouth Port Council member at the time voted against a 5:30AM freight scheduling from Woods Hole.

In other words, Steamship Authority leaders understood that such early morning freight had the potential to wake up hundreds of Falmouth households on a daily basis, which by all accounts, has continued for the last eight, and now nine, years.

The first three years, in clear violation of Section 15A of the Enabling Act, the Steamship Authority ran no public announcement about the introduction of the 5:30AM freight ferry as it began in 2012.

Nor was the new 5:30AM freight trip listed on the Steamship Authority's published schedule. The SSA from the beginning did not even notify, much less consult with, Falmouth residents about its new schedule.

While the SSA has made some minor changes in recent years to the length of the trucks allowed on the 5:30AM ferry (trucks of up to 40' are still allowed on that freight boat), Falmouth residents still face trucks racing through residentially zoned neighborhoods for the 5:30AM boat for almost six months of the year.

This has meant heavy trucks in residentially zoned parts of Falmouth beginning at 4:45AM. There are cases of truck arrivals much earlier than 4:45AM. I would direct you to the photo and video evidence at www.woodshole.net

I would also encourage Board members to go back and look at the dozens and dozens of submitted written comments, all on the SSA website, a petition of more than 229 residents in July 2017, and letters from Falmouth selectmen and Representative Fernandes about the Steamship Authority's "noise pollution," in the words of Representative Fernandes in his letter.

The SSA's refrain, in response to our objections to the noise, is that truck demand to the Vineyard is up. This is true, at the rate of about 4% a year (a doubling every 18 years). A few Vineyard leaders have pointed out that Woods Hole's own traffic is also up. This is true.

I have looked into the annual traffic counts of Class 5 vehicles (trucks, buses) on Woods Hole Road conducted by the Cape Cod Commission. I have compared those actual traffic counts on Woods Hole Road with the daily SSA-truck count to the Vineyard for the same dates, together with SSA buses.

These figures show that 2/3 of the trucks and buses on WH Road (and an even larger percentage if you take the longer trucks) are going to or from the Vineyard.

One other episode of note: In 2018 the SSA added three round-trip freight trips later in the day during the summer months (ironically those three trips were added in response to Falmouth residents request for a public hearing in 2017 about rescheduling the 5:30AM freight; the Vineyard got three new round-trip freight runs in 2018 from our public hearing process, and Falmouth residents were left with a 5:30 freight ferry still carrying trucks).

2.

I would like to comment briefly on the failure of the SSA to take any steps to supplement its Vineyard freight route with an additional mainland port. Yes, New Bedford is geographically further. But that's not relevant for non-time-sensitive goods. That's not how it works with waterborne deliveries (see goods from China).

Martha's Vineyard receives and sends a lot of non-time-sensitive goods.

Whether it be gravel, stones, bark mulch (a driver last Sunday morning reported he was delivering 100 yards of bark mulch to the Vineyard in his 53' trailer), truck-length long trees, construction and demolition materials, trash, or recyclables, the Steamship Authority sends it all through Woods Hole.

Our estimate is that 70-80% of the trucks delivering goods to the Vineyard go right by New Bedford on Route 195. What about the cost of wear and tear to trucks, time spent in congestion (and creating congestion for others), and diesel fuel of those trucks as they loop up to Wareham, up and down the Bourne Bridge, through two rotaries, and into residential neighborhoods in Falmouth to Woods Hole, a distance of 39 miles by road from New Bedford? The SSA operates like these costs are externalities to its operations. But someone is paying for them. In the case of Falmouth residents, we are paying for those costs in terms of being woken up by early morning noise, by diesel soot, and overall congestion.

We hear that New Bedford, because it is further, is more expensive, and will raise the cost of goods on the Vineyard. The MV Commission's Regional Transportation Plan 2020-2040 cites the finding that prices on the Vineyard are really not as dependent on freight rates as Vineyard residents (or I used to) think. The finding, and I would urge SSA Board members to read that finding, is that only 1-2% of the final cost of goods on the Vineyard depend on the final waterborne leg of delivery from the mainland to the Vineyard. (See http://www.mvcommission.org/sites/default/files/docs/Martha%27s%20Vineyard%20RTP%202020-2040%20FINAL%20%28APPROVED%29%208-22-19%20opt_0.pdf, page 57).

I know this seems counter-intuitive, but think of the tens of thousands of dollars of goods being carried by most trucks. A slight increase in cost of freight would be almost imperceptible in the final cost of goods on the Vineyard.

If freight by barge could be organized more broadly (and I think we all would agree that it could cost less than what the SSA charges on its existing vessels), non-time-sensitive goods may well be less expensive on the Vineyard.

The fact that the Vineyard could source to a wider range of providers of goods more competitively through New Bedford is something that you may not hear from bulk shippers who are operating today.

What about from an environmental perspective? We have looked at this closely and I can assure you that 10-12 trucks burn up more fuel on the 39-mile run from NB to WH by 195 and Route 28, plus WH to Vineyard by Steamship Authority vessel, than a straight waterborne run from the Vineyard to New Bedford.

With reasonably fuel-efficient ships, and especially if they can slow down, fuel and carbon footprint are decreased. This is all the more true if barging freight to the Vineyard.

Putting passengers and trash and demolition materials on the same boat makes no sense in this day and age. Passengers and freight have different needs. Passengers need toilets and refreshments. Freight does not.

What about the experiment a full 20 years ago for freight delivery from New Bedford? Well, speak with anyone. The freight route for those two summers of 2000 and 2001 was mismanaged from the start. Drivers who wanted to be on the New Bedford route could not get reservations easily. The timing was less than ideal in terms of Vineyard arrival and departure time. Speak with crew from that period and they will tell you the same thing. Yes, the SSA lost money on the route, but the third-party operator also made more than a million dollars, according to court testimony that came out later.

The most convincing evidence to me of the viability of a New Bedford waterborne freight route comes from Craig Johnson, who was one of the third-party operating staff of the New Bedford freight experiment in 2000 and 2001. Mr. Johnson came back after the second summer of the freight experiment from New Bedford and

submitted a formal request to operate freight as a private operator on that route. He of all people was in a position to know if it would work. The Steamship Authority denied his application, said the Steamship Authority would do it itself, and then never did.

I have said this before elsewhere, but the fact that the SSA is unwilling to provide and publicize a formal Request for Proposals for freight service from the mainland to the Vineyard smacks of protectionism (we know the argument, without dominating the market, the SSA will never survive through the winter). This is archaic thinking. The Vineyard good market is six to eight times larger than it was 60 years ago when the Enabling Act provided the Steamship Authority with licensing rights over all other freight carriers. This argument justifies just more and more spending and overspending by the SSA, of which we have seen our share in Falmouth and Woods Hole (and to which we could devote a separate public hearing).

Wouldn’t Vineyard residents themselves be interested in shifting some freight to a mainland port in terms of providing for some redundancy of freight service through only Woods Hole? Aren't those trucks on SSA vessels taking up valuable space that Vineyard residents and visitors may need for their own cars? Wouldn't there be interest in future waterborne travel from New Bedford for cars to and from the Vineyard for those traveling to and from points south?

3

The third topic concerns the petition from Falmouth residents.

I know the Board members are singularly focused on the SSA's bottom line this year. But insisting on a 5:30AM freight scheduling is not the way to save money. You made delivery to the Vineyard work without a 5:30AM freight boat up until 8 years ago. Since then, you have added three new round-trip freight trips in as recently as 2018.

Not listening to, alienating, and demonstrating to Falmouth residents just how disenfranchised we are about Steamship Authority decision-making that impacts our neighborhoods directly is not the way forward.

After the Steamship Authority's last public hearing in October 2019, the SSA promised us in a lengthy report, in what was essentially the decision from that public hearing, a Long-Range Vineyard Transportation Task Force. The Board unanimously approved that report.

Where is the Task Force? This should not be a case where COVID-19 intervened. Falmouth appointed two representatives, including a selectman, to the Task Force at the end of last year.

There's been no reason why that Task Force could not have been convened, and met remotely. I assume when that Task Force eventually will be convened that it will meet large remotely.

By all reports, demand will continue to be soft in summer 2021. It's therefore particularly offensive to see that the Steamship is insisting on keeping a schedule for summer 2021 with 5:30AM freight from Woods Hole for almost six months from May 2021 through October 2021.

Are Vineyard roads really so congested during the second half of September and all of October that you need 5:30AM freight deliveries? Something is wrong here. Need I remind you that September and October are when our children are supposed to be back in school and families, among other Falmouth residents, can make good use of a full night's sleep?

At our hearing today, we are requesting specifically that the Steamship Authority wait until a later date to approve its 5:30AM freight scheduling for summer 2021. We do not understand the rush. I would note that the summer schedules in past years have traditionally not been approved until September of the preceding year.

Under circumstances of so many unknowns concerning demand for 2021, postponing approval of the 2021 summer schedules seems the only reasonable approach to take, rather than a scorched earth approach as concerns early morning freight scheduling from Woods Hole.

I do remember one comment at one of our first public hearings about the 5:30AM freight: Could the Steamship Authority not simply wait 1/2 hour to start your freight operations out of Woods Hole? You are bothering hundreds of households.

Falmouth residents have already made compromises. We originally asked for a first freight boat to be only at 6:30AM out of Woods Hole. We now are asking that only 5:30AM freight be eliminated? Can the Steamship Authority not make any meaningful compromises?

In conclusion, I find the Steamship Authority's response to so many of our concerns, and over such a long period, to be unethical.

There are other solutions for bringing non-time-sensitive freight to the Vineyard if that freight cannot be carried later in the day from Woods Hole.

Unlike Barnstable which has an agreement with the Steamship Authority for a maximum number of boat trips permitted daily, the Town of Falmouth currently has no such agreement with the Steamship Authority.

One of the initiatives we will be pursuing in Falmouth is a citizens petition article for our town meeting with the goal of placing limits on the Steamship Authority's growth in Falmouth. Barnstable will be the precedent for us.

I would point out that a state highway does not extend jurisdictionally all the way to 1 Cowdry Road in Woods Hole from Bourne. There are at least two sections of roads to the Woods Hole Terminal that belong fully to the Town of Falmouth and over which Falmouth has say. Our goal will be for Falmouth to take back those road sections under its own rules.

The Steamship Authority's insistence on the 5:30AM freight scheduling from Woods Hole only motivates us more strongly to pursue changes to the Enabling Act.

A push for change to the Enabling Act may be gaining ground on the Vineyard, as the Steamship Authority for too long has flooded the Vineyard with autos and ran roughshod over Vineyard residents' own environmental and other sensitivities. See for example "The Steamship Authority, Supplying the Demand" in the Vineyard Conservation Society's newsletter last year (http://www.vineyardconservation.org/httpssitesgooglecomavineyardconservationorgvineyard-conservation-societyHome/almanac-archive/the-steamship-authority-supplying-the-demand)

This year's economic crisis will likely only place a more critical public eye on the need for change to the Enabling Act.

At the same time, I would ask that the Steamship Authority not frame your response to our request today only within the context of COVID-19; that is, we do

not want to hear that you cannot do this or that in 2021 because of COVID-19 conditions. That is unacceptable to us.

The Enabling Act has been changed before. It will be changed again. Falmouth residents will be heard. One phrase in Section 6 of the current Enabling Act should be kept: “The exercise of the powers granted by this act will be in all respects for the benefit of the people of the commonwealth, for the increase of their commerce and prosperity, and for the improvement of their health and living conditions.” It’s time for the Steamship Authority to live up to at least this part of its charter. It’s our Commonwealth too.

Steve Sayers

From: Nathaniel Trumbull <[redacted]>
Sent: Wednesday, June 24, 2020 11:31 AM
To: schedules; Steve Sayers; Kathryn Wilson
Subject: 4 newspaper pieces to be included in the June 11 public hearing report
Attachments: Still No Long-Term Planning - Letter _ Falmouth Opinion _ capenews.net.pdf; Steamship Authority plans to continue early morning freight runs - News - capecodtimes.com - Hyannis, MA.pdf; Woods Hole Residents Speak Out Against 5_30 AM Ferry Boat _ Falmouth News _ capenews.net.pdf; Woods Hole residents denounce early ferry and trucks - The Martha's Vineyard Times-merged.pdf

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Steve,

Please include the attached four newspaper pieces in your report of the June 11 public hearing.

I would ask you to include the reader comments with the MV Times piece.

Thanks, Nat

https://www.capenews.net/falmouth/opinion/still-no-long-term-planning---letter/article_73ce2531-bf16-5018-b316-516a4be6f16c.html

Still No Long-Term Planning - Letter

Jun 5, 2020

Home / Falmouth / Falmouth Opinion

The Steamship Authority through the state treasurer may be coming to Falmouth taxpayers, as the SSA Enabling Act permits, to compensate for SSA operating losses this year. Falmouth taxpayers could be responsible for 10 percent of SSA s overall operating losses, estimated at $35 million, by current SSA projections The Town of Falmouth cannot say no

Falmouth taxpayers need to be shown they are subsidizing a quasi-public agency that is also not listening to them.

Following submission of 50 signatures from Falmouth residents and a public hearing in August last year, the Steamship Authority's board voted to approve a "Report Issued under Section 15A [of the Enabling Act]" in October. The report stated that a Long-Range Vineyard Transportation Task Force would be formed and begin to function.

The task force was supposed to address a wide range of transportation impacts raised by Falmouth and Woods Hole residents

Eight months later, in the face of inaction by the Steamship Authority in forming the task force, 56 Falmouth residents petitioned the Steamship Authority to hold a public hearing concerning SSA 2021 freight operations scheduling.

According to the petitioners, the Steamship Authority's promised task force was never formed

The petitioners ask the Steamship Authority to begin to envision a regional transportation plan to help mitigate freight truck impact in Bourne, Falmouth, Barnstable and other communities in southeastern Massachusetts. The petitioners ask for New Bedford, or other mainland port, to serve as a supplemental port for non time sensitive freight (bulk construction materials, bulk landscaping materials, construction and demolition waste, single stream recyclables) to and from the Vineyard.

The petitioners argue that it is unacceptable on the part of the Steamship Authority to be proposing a 5 30 AM freight schedule from Woods Hole village for 2021 before the Long Range Vineyard Transportation Task Force has begun to function. They request that the SSA postpone approval of a 5:30 AM freight schedule from Woods Hole village (as in the past, they object to the SSA-related large trucks traveling to the 5:30 AM ferry that wakes up Falmouth residents beginning at 4:45 AM and earlier; they do not object to cars on that ferry) until a future date when the task force is functioning. They point out that the Steamship Authority in 2018 increased its schedule from Woods Hole to three more round-trip freight runs a day to the Vineyard in summer. Fifty-eight one-way SSA boat trips are scheduled each day between Woods Hole and the Vineyard in summer.

Falmouth selectmen in 2017 also requested that the Steamship Authority reschedule its first freight from Woods Hole to 6:30 AM.

Without a new public hearing, the petitioners believe the Steamship Authority will never pursue a supplemental freight port on the mainland and continue to do exactly as the SSA wishes with freight scheduling from Woods Hole village

It is an absurdity that the 60-year-old Enabling Act requires the SSA port community residents to submit a petition each time residents wish to be heard. Compare that approach with Washington State Ferries' practice of regularly holding public hearings for port community residents without petition

The requested Steamship Authority public hearing will be held at 4:30 PM on Thursday, June 11, via Zoom. Go to zoom.us and meeting ID 895 6301 9690. You may also join by calling 669-900-6833.

Nathaniel S. Trumbull

Church Street

Woods Hole

CAPE COD TIMES

Steamship Authority plans to continue early morning freight runs

By Ethan Genter

Posted Jun 14, 2020 at 3:31 PM
Updated Jun 15, 2020 at 8 15 AM

FALMOUTH Woods Hole residents made their displeasure with the Steamship Authority's proposed 2021 schedule loud and clear on Thursday, driving home complaints about the inclusion of the 5 30 a m freight boat during the high season.

The Steamship Authority has run the early morning freight ferry from Woods Hole to Martha's Vineyard since 2012, and it is in the authority's proposal for next year's schedule.

The run is essential to get goods and services over to the island in a timely manner and get the massive trucks off the small island roads before traffic starts to get busy, according to islanders.

But Woods Hole residents have complained about the noise of the trucks barreling through the village in the wee hours to get on the ferries. Several residents continued to lodge complaints at a public hearing on Thursday.

"We need to come to some kind of agreement because this is not tenable anymore," Woods Hole resident Johnathan Goldman said.

Resident John Woodwell said the 5:30 a.m. trip was not essential and agreed that changed was needed

"You have to do better than this," he said. "It's basic courtesy toward the people of Woods Hole and Falmouth."

Many have pushed for freight boats to depart from New Bedford instead, or possibly at a not-so-early departure time from Woods Hole. But islanders have insisted on keeping things the way they are.

"Changing the 5:30 a.m. boat to New Bedford raises critical concerns to our island," said Christine Todd, a Dukes County Commissioner. "It really changes the whole dynamic of how we've been doing business out here."

A change of schedule would increase the cost of freight and the time involved, burdens that would be placed on the Vineyard, islanders said.

"The 5:30 a.m. ferry needs to be there and it needs to be from Woods Hole," Dukes County Commissioner Keith Chatinover "It's too expensive and just not at all efficient to move that to New Bedford, let alone the cost to the Steamship of making New Bedford a viable alternative "

Some villagers said they've had to abandon front bedrooms close to Woods Hole Road in order to put some distance between them and the noise of trucks downshifting

The authority has been putting together a working group and a task force to look at the subject, and have even encouraged residents to document loud trucks, saying they could use it to bar offenders from securing early morning reservations.

With the exception of dates and vessel assignments, the 2021 schedule is identical to the 2020 schedule, according to Steamship Authority spokesman Sean Driscoll.

The authority's board and port council are expected to take up the topic at their July meetings.

Follow Ethan Genter on Twitter: @EthanGenterCCT.

https://www.capenews.net/falmouth/news/woods-hole-residents-speak-out-against-5-30-am-ferry-boat/article_66ba9654-1096-5a34-864a-6bf2b759a5e0.html

Woods Hole Residents Speak Out Against 5:30 AM Ferry Boat

By CARRIE GENTILE
Jun 16, 2020

Home / Falmouth / Falmouth News

A truck i loaded onto the Martha' Vineyard ferry
GENE M. MARCHAND/ENTERPRISE

Woods Hole residents expressed vexation last week over the perennial issue of the 5:30 AM ferry boat that brings trucks as early as 4:45 AM down Woods Hole Road and into the village, causing loud noise, traffic and disruptions.

The Steamship Authority held a virtual hearing June 11 at the request of Woods Hole petitioners opposed to the proposed 5:30 AM boat. If approved by the Steamship Authority board, it will be the ninth summer it runs the early boat.

The hearing drew participants from both sides of Vineyard Sound, with a sharp divide over the necessity of the early boat

Woods Hole residents, particularly those who live along Woods Hole Road, complained of the noise from downshifting and braking. A few participants said they cannot use bedrooms facing Woods Hole Road because of the noise. Becky Conners, general manager at Sands of Time Inn & Harbor House, said her customers also complain about the noise

Martha's Vineyard elected officials said on the call that essential goods are delivered on the early boat, a point many Woods Hole residents questioned.

Jonathan Goldman of Sidney Street said the "long-term" argument for early morning trucks "never seems to pan out in my mind What are these products that need to be delivered at that hour? Are they time sensitive, lifesaving devices?"

He described the Authority as unreceptive to the concerns of Woods Hole residents. "From the Woods Hole perspective, for countless years, this is falling on deaf ears," he said.

John Woodwell of Woods Hole also questioned the urgency of ferrying the goods at 5 30 AM instead of a later time.

"It is essential at that hour? No. There is no crisis without a 5:30 boat," he said.

Four Dukes County commissioners, including Keith Chatinover, testified about the need for the early run

"The 5:30 boat must continue to operate, and it must continue to operate from Woods Hole to Martha's Vineyard," he said. "We have heard from countless local vendors who provide goods and services that the 5:30 freight boat is critical to goods and trucks getting on the island—not only on the island, but then off of the island in a timely manner, so they're not causing congestion an hour before people are out and about," he said.

Tisbury Board of Selectmen chairwoman Melinda F. Loberg reminded people that roads on the mainland operate 24/7.

“If you live on the island, your roads are limited to a certain number of hours of the day, and travel cannot happen before 5 30 or after 9 45 [PM], when the Steamship Authority has its regular schedule. So we have to pack a lot into a shorter period of time,” she said.

Woods Hole residents brought up diverting freight through New Bedford instead of Woods Hole. At this time there is no proposal in front of the Authority to consider regarding diversifying freight routes to Martha’s Vineyard, Authority spokesman Sean F Driscoll said

Last year the Authority formed both a task force and a working group. The former is to tackle long-range transportation issues, including freight. The latter is to develop measures to mitigate noise and traffic around Steamship Authority operations. Both have started to take shape but membership positions still need to be filled

Former Authority counsel Steve M. Sayers, the hearing moderator, said some work has begun and the Authority is working with Falmouth Police Chief Edward A. Dunne about the need for more speed enforcement on Woods Hole Road. Officials are also talking with the Massachusetts Department of Transportation on reducing the speed limit Mr Sayers said the Authority plans to deploy decibel-measuring instruments to evaluate truck noise once its fiscal status improves.

The Authority created an email address that goes directly to the shoreside and the Woods Hole terminal managers’ cell phones. The email address, whtraffic@steamshipauthority.com, is for residents who want to report a driver causing excessive noise

“We encourage you to contact us immediately, in real time, so we can try to identify the truck as it comes to the dock and we can address it,” Mr. Sayers said.

The last person to speak was Nathaniel S. Trumbull, who spearheaded the petition drive for the hearing He spoke at length and brought up several points, one being that the Authority knew ahead of time that the 5:30 AM boat would cause excessive noise.

“The Steamship Authority staff knew from the beginning of the potential disruptions it would cause. They made minor changes to help, like limiting the length of trucks to 40 feet. But Falmouth residents are still faced with trucks racing through a residential zone to catch a 5 30 boat,” he said

The comments from the hearing, and any written testimony received, will be compiled and presented to the staff. A decision will be made at the Authority’s next board meeting in July.

Support The Martha's Vineyard Times with a recurring or one-time gift Your Support is Vital

Woods Hole residents denounce early ferry and trucks

By **Rich Saltzberg** - June 12, 2020

Woods Hole residents object to 5:30 am crossings of the MV Governor. - Rich Saltzberg

An old battle reignited Thursday night at a virtual hearing, when Woods Hole denizens gave Steamship Authority brass an earful about an early morning freight boat and the truck noise that stems from it. Vineyarders defended the early boat as logistically essential. For its 2021 operating schedule, the SSA has proposed a 5:30 am freight boat, namely the MV Governor, which will only carry trucks under 40 feet long. Woods Hole residents shaped their distaste for that early boat into a petition that triggered the hearing.

As they have perennially, Woods Hole residents, particularly those who live along Woods Hole Road, said the daybreak din of braking and downshifting trucks degrades their quality of life. And as they also have, year in and year out, Vineyarders said the commercial impact of nixing the early ferry was too great for an Island that cannot receive cargo 24 hours a day.

Former SSA attorney Steve Sayers, who moderated the hearing, said at the outset a special task force meant to troubleshoot such issues, though still in its formative stages, once again has forward momentum after stalling when the pandemic struck. Neither he nor any other SSA official voiced a position on the early boat or the trucks connected with it. Sayers did say the SSA plans to deploy decibel-measuring instruments to evaluate truck noise once the ferry line's fiscal state improves.

Melinda Loberg, chair of the Tisbury selectmen, said "crucial goods and services" are conveyed by the early boat.

"I live near the port, and can hear, like probably the people in Woods Hole, the backup beeps of trucks loading and unloading," she said. "I know that we've all chosen the place where we live, and there are some impacts from that decision, and I know that some of them are negative, both for us and for you in Falmouth, in Woods Hole. I also just want to remind people that if you live on the mainland, your roads operate 24/7. If you live on the Island, your roads are limited to a certain number of hours of the day, and travel cannot happen before 5:30 [am] or after 9:45 [pm], when the Steamship Authority has its regular schedule. So we have to pack a lot into a shorter period of time, and I am just in favor of keeping that boat for the businesses and people of Martha's Vineyard."

Artist Jonathan Goldman, who lives in Woods Hole, said justification for early trucks carrying important products "never seems to pan out in my mind."

Goldman went on to say he'd "really like to know what those are," and argued he could abide "time-sensitive" medical products delivered to Martha's Vineyard Hospital at that hour, "but if they're not life-saving devices," he questioned the urgency and utility of the early run across Vineyard Sound.

He described the SSA as historically unreceptive to the concerns of Woods Hole residents about trucks and early boats. "From the Woods Hole perspective, for countless years, this is falling on deaf ears," he said.

John Gore, who said he lives on Woods Hole Road near the intersection of Church Street, expressed displeasure with trucks' noise and speed.

"We're unable to use our front bedroom because of the noise of trucks," he said. Gore said noise comes not just from trucks headed to the ferry terminal, but from trucks exiting it. Those trucks "accelerate through their gears" and create noise and danger, he said. "It's just amazing to me that there's not been an accident."

Woods Hole resident Damien Kuffler called for a rewrite of the Enabling Act to provide greater accountability and oversight in general, and specifically more rights to Falmouth beyond being a means to fulfill the ferry line's mission.

Becky Conners, general manager at Sands of Time Inn and Harbor House, who lives at the intersection of Church Street and Woods Hole Road, said she's had "many close calls" with trucks crossing the road to get to work.

Conners described the downshifting sounds made by trucks headed to the terminal as "horrible, loud, jarring" and said she cannot use the front bedrooms in her house.

Dukes County commissioner Christine Todd spoke against eliminating the early freight boat. Among other negative effects, Todd said, loss of the boat would further increase the already inflated transportation costs for Vineyard cargo. Todd was unsold on suggestions raised at the hearing that the problem could be solved by channeling Vineyard freight through New Bedford. Todd questioned the residency of hearing attendees, claiming they were meddling in affairs in which they had no legitimate stake.

"I'm sympathetic to the position of the community of Woods Hole. We're up to 62 participants who are on this call, many of whom, I think, or some of whom, aren't from Woods Hole [and] are trying to determine how 17,000-plus Islanders are affected by this, and so that concerns me very much."

Dukes County commissioner Keith Chatinover was in accord with Todd. "The 5:30 boat must continue to operate, and it must continue to operate from Woods Hole to Martha's Vineyard," he said. "We have heard as commissioners from countless local vendors who provide goods and services that the 5:30 freight boat is critical to goods and trucks getting on the Island — not only on the Island, but then off of the Island in a timely manner, so they're not causing congestion an hour before people are out and about. And like Christine, I sympathize with the people in Woods Hole, and I really understand that you may not think this is an ideal scenario."

Woods Hole resident Nathaniel Trumbull, a longtime SSA critic, spoke at length. Among his arguments were that the SSA "mismanaged" a previous New Bedford freight experiment, and has refused to issue an RFP for another attempt.

"This smacks of protectionism," he said, and added the argument the SSA won't survive through the winter if some traffic is siphoned off is an "antiquated" concept. He said a New Bedford freight route might alleviate traffic volumes on the Vineyard, and provide the security of "redundancy."

Sayers said all the evening's comments, coupled with any written commentary, will be compiled into a report and presented to the SSA board for consideration.

25 COMMENTS

1. **New News** June 12, 2020 at 12:47 pm

   I'm hoping the Woods Holers were served good cheese with their whines.

   Log in to leave a comment

   - **dondondon12** June 12, 2020 at 5:15 pm

     new news– the residents of woods hole have every right to express their displeasure about truck traffic going down their roads every morning at 5 AM.

     Log in to leave a comment

   - **Pekinfinearts** June 13, 2020 at 12:52 am

     Fabulous!

     Log in to leave a comment

2. **dondondon12** June 12, 2020 at 1:59 pm

   Another reason to have electric vehicles and ferries.

   Log in to leave a comment

- **ajay** June 13, 2020 at 10:46 pm
  To run electric ferries how much will the ticket prices have to increase?

  Log in to leave a comment

  - **dondondon12** June 14, 2020 at 11:53 am
    AJ Over the long haul, electric ferries are cheaper to run because of reduced maintenance cost and cheaper fuel per mile prices.
    Electric ferries also have the added benefit of no diesel exhaust if you happen to be sitting outside. No chance of fuel leaks, and no chance of having the bilges pumped out accidentally.
    But back to the cost. The short answer to your question is that as long as we can get competent management, ticket prices should go down.

    Log in to leave a comment

    - **TQ** June 14, 2020 at 3:10 pm
      Donx3…where would you propose putting the massive recharging stations that would be required? Not a lot of available space in WH, VH, OB.

      Log in to leave a comment

      - **dondondon12** June 15, 2020 at 8:56 am
        tq– good point. My rough calculation of that is larger than I would have expected. It comes out to about 8,000 cu ft. or a 20 ft cube, for a quick charging station. Likely less for slower charging station. But we could easily

expect it to be the size of 2 car garage. Do you have any more accurate info on that question ?
Probably wouldn't need one in O.B
Thanks for bringing that up. I hadn't thought about it.

3. **DeanRosenthalMV** June 12, 2020 at 6:12 pm

I'm with Woods Hole on some of this — when their houses were purchased, many of them, the kind of traffic that existed then was exponentially less. It's not as simple as "we all choose where we buy our houses". And for Vineyarders who whine that Woods Hole is whining, give us a break! Do you really want to hear trucks squeal at 5:30? But it sounds like the actual problem is dangerous driving and gear shifting and brakes in that department. Is it really the case that things can't be adjusted? I have NEVER been up that early on MV and I've lived here almost a decade (the rare night owl who lives here) but I find it hard to believe that island traffic is at top rush hour before 7:30-8 AM. We really can't push things up? That seems ridiculous. Maybe commission a traffic study and see what the facts are.

Log in to leave a comment

- **SallyGeorge** June 13, 2020 at 10:28 pm

  It's not about Island traffic. It's about the trucking coming down out of Boston or from NYC being able to operate as efficiently as possible before they even get on that boat. When you force them to run in traffic, you force them to run dirty and expensive. Thats more pollution for the Cape and higher costs for the Island. Or worse, trucks kill the route entirely.

  Log in to leave a comment

  - **ajay** June 14, 2020 at 11:14 am

This is the Vineyard.
Stop being sensible.

Log in to leave a comment

4. **viewfromhere** June 12, 2020 at 8:23 pm

New Bedford was already tried a couple of times for freight and failed. These people in Woods Hole constantly complain about all things SSA. I think the SSA was there before you bought your house and will be there long after.
Food and products have to be delivered to the island in the early morning to schedule main street deliveries to not screw up traffic too much on island. The trucking companies and the SSA have tried to be very accommodating to the Woods Hole residents, but they won't let it go until they shut down all traffic morning, noon or night. Good luck with that

Log in to leave a comment

5. **oceanna** June 12, 2020 at 9:46 pm

i happen to know a lot of people who live and work in woods hole. they are warm, friendly and generous. most islanders think of woods hole as just a bump in the road that you pass through on the way to and from the boat. but it is a proud little village with a rich history, just as the island is. smug islanders may say, "well, they shouldn't have chosen to live there" yet i believe many of the people who live along woods hole road live in houses that have been in the family for many years. i liken it to chilmark (i don't know why) where they have family houses that have been passed down and are now occupied by grown children, grandchildren, etc. so even though they chose to live there, they aren't newbies who decided to put up a mansion on woods hole road and then realized it was noisy. many are simply invested in their homes. of course, we know there are quite a few little inns along the road as well, which i'm sure we are sometimes glad they are there

when we get “stuck on the other side”. so here is their problem, as i understand it. the huge freight trucks that barrell down the road in the wee hours of the morning are breaking down the curves and hill leading to the steamship. also sometimes when they arrive early and aren’t allowed down into the lot, they will park along the side of the road or even side of driveways when homeowners and hotel guests are trying to sleep. i imagine if one lived in vineyard haven or oak bluffs on the ONLY exit road from the steamship and every morning you had to wake to that noise, it would be very disturbing. maybe a compromise can be made but it bothers me when some island people just want to brush this issue aside and not work with it. that’s my 2 cents.

Log in to leave a comment

6. **BigT** June 12, 2020 at 10:49 pm

I feel bad for the people that have to deal with this. I completely understand the need for getting supplies to the island and I don’t know that there is a good solution but some common ground needs to be found somehow. It’s not fair to just keep blowing these folks off. We put a man on the moon there must be a way to make this work better for everyone.

Log in to leave a comment

7. **Pekinfinearts** June 13, 2020 at 12:53 am

Increased freight from New Bedford seems the obvious solution. What’s the problem with diverting some to New Bedford, a truly commercial port?

Log in to leave a comment

8. **aquinnah** June 13, 2020 at 12:36 pm

Great points, oceanna & BigT. I do hope there's some middle ground to be found. If not, I can understand why the needs of MV have to be prioritized, but we shouldn't fault those in Woods Hole for voicing frustration. I'm guessing any of us would feel the same in their shoes. Islanders (me included) have complained about far less. Imagine if any of these residents have dogs. 😳 Mine would turn into Looney Tunes if they had to hear trucks outside the driveway that early.

Log in to leave a comment

9. **SallyGeorge** June 13, 2020 at 10:20 pm

Eliminating the early boats will make this more expensive for islanders and increase pollution for the people of Woods Hole. When trucks run slow, they run dirty and expensive. It is ideal to have them running at off hours throughout the week rather than force them to sit in high season traffic down the docks.

It seems like anyone with any grasp of these realities left the conversation long ago.

Log in to leave a comment

- **dondondon12** June 14, 2020 at 12:00 pm

  Sally—There are financial trade offs– just because it might cost another 2 cents to get a t shirt here does not mean the people of woods hole have to suffer. there are more considerations than just the Vineyard people and their pocketbooks. Why would trucks "run slow"(er) later in the day ? And PLEASE, if you are concerned about the air pollution in Woods hole, please ask the steamship parking employees to tell people to turn off their cars when waiting for the boat.

Log in to leave a comment

- **SallyGeorge** June 14, 2020 at 2:29 pm

  The trucks run slower later in the day because there is more traffic. Carriers operate on paper thin margins as it is. Making their work any less profitable will only incentivize them to abandon the route entirely.

  Log in to leave a comment

10. **ajay** June 13, 2020 at 10:44 pm

    The way to fix the Woods Hole problem is to move the whole.operation to New Bedford.
    New Bedford is a true commercial port, not some sleepy little out of the way Cape Cod town, they like trucks 7/24.
    The SSA is a true commercial operation, it has no place in a sleepy little research based village.

    The fun part will be watching the Woods Hole merchants scream and yell.
    I am going to guess that over half of their annual gross income comes from Vineyard traffic.

    Log in to leave a comment

    - **viewfromtheregion** June 14, 2020 at 10:42 am

      Fact check: Only 3-4 Woods Hole businesses adjacent to the Steamship Authority terminal in reality benefit from the Steamship Authority. Pie in the Sky, Quicks Hole, Woods Hole Inn, one or two of the ice cream shops, and that's about it. Very few Vineyard travelers venture to merchants past the Eel Pond Bridge. If we're talking about truck drivers only, Pie in

the Sky is the only merchant they might visit and they don't have time for it. Pie has more than enough local business, thank you. The vast majority of Vineyard travelers simply don't leave an extra cent in Woods Hole or Falmouth, except perhaps at the filling station. It's very hard to quantify what the Steamship Authority brings to Falmouth at all except for congestion and embarkation fees, for which Falmouth's own budget isn't desperate. The Steamship Authority pays no taxes to the town, nor has it ever been generous enough to offer even a small PILOT contribution. (Watch the SSA at the end of the year as it metes out its assessments to port towns due to SSA operating losses this year and 5-10 years of embarkation fees to Falmouth will be gone in one fell swoop).

Log in to leave a comment

- **SallyGeorge** June 14, 2020 at 2:31 pm

  This has been raised from time to time, but increasingly, it's a fantastic idea. Is any current talk of this limited to freight only or the whole operation?

  Log in to leave a comment

11. **BigT** June 13, 2020 at 11:01 pm

    I'm just wondering if the use of Jake Brakes is prohibited along this route?
    If not that would be a good place to start on reducing the noise.
    Just a thought

    Log in to leave a comment

    - **ajay** June 14, 2020 at 11:17 am

The problem with the use of Jake Brakes is that they do not allow the service brakes to get hot enough for them to fail.

Log in to leave a comment

12. **lisa22** June 14, 2020 at 12:47 pm

I feel so bad for wh residents putting up with this. it’s like having DOPES for neighbors it saps your peace

Log in to leave a comment

Steve Sayers

From: Nathaniel Trumbull <[redacted]>
Sent: Tuesday, June 23, 2020 2:36 PM
To: Robert Davis; James Malkin; Kathryn Wilson; Steve Sayers; Sean Driscoll; schedules
Subject: Submission of additional 18 signatures to petition from Falmouth residents about SSA 2021 schedules
Attachments: Petition from Falmouth residents 29May2020.pdf

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June 23, 2020

Dear Mr. Davis,

Eighteen additional Falmouth residents have signed the petition below.

Please note that some of those residents also provide comment below with their signatures.

Thank you.

Sincerely,

Nat Trumbull, 11 Church St., Woods Hole, [redacted]

--

Dear Steamship Authority General Manager Robert Davis,

The Steamship Authority is proposing a 5:30AM freight ferry from Woods Hole for 2021.

The Steamship Authority Board voted to approve the "Report Issued under Section 15A of the Authority's Enabling Act on the Proposed 2020 Summer Operating Schedules" in October 2019. (1) The Report stated that a Long-Range Vineyard Transportation Task Force (2) would begin to function as a response to the Steamship Authority's decision on the public hearing.

The Task Force was supposed to address a wide range of transportation impacts (3) raised by residents during the August 26, 2019 public hearing.

Has the Long-Range Vineyard Transportation Task Force begun to meet? Have Martha's Vineyard residents been appointed to serve as members of the Task Force? Have any recent steps been undertaken to approach New Bedford or other mainland ports about the possibility of serving as a supplemental port for non-time-sensitive freight (for example, bulk construction materials, bulk landscaping materials, construction and demolition waste, single stream recyclables) for shipping to and from Martha's Vineyard? Has the Task Force considered how those steps could begin to create a regional transportation plan to help mitigate impacts in

Bourne, Falmouth, and other communities in southeastern Massachusetts?

Our information is that the Task Force has not yet been formed.

The Steamship Authority in 2018 increased its schedule from Woods Hole to three more round-trip freight runs a day to Martha's Vineyard in summer. Fifty-six one-way SSA boat trips are proposed to be scheduled each day between Woods Hole and the Vineyard in summer 2021.

We find it unacceptable on the part of the Steamship Authority that it is proposing a 5:30AM freight schedule from Woods Hole terminal for 2021 before the Long-Range Vineyard Transportation Task Force has begun to function.

We request that the Steamship Authority postpone approval of a 5:30AM freight schedule from Woods Hole terminal (as in the past, we object to the SSA-related large trucks traveling to the 5:30AM ferry that wake up Falmouth residents beginning at 4:45AM and earlier; we do not object to cars on that ferry) until a future date when the Long-Range Vineyard Transportation Task Force is functioning as the Steamship Authority promised in its Report eight months ago.

Sincerely,

1.
John T. Vose

468 Woods Hole Road, Woods Hole, MA

[redacted]

I am opposed to the constant increase in vehicular traffic to the Vineyard particularly the very early boat for trucks. The new dock should have been built in New Bedford which can be accessed by a 4 lane highway and not a narrow 2 lane road through a residential neighborhood.

2.
Jane Vose

PO Box 489, Woods Hole, MA 02543

[redacted]

Your growth is untenable. Seriously consider New Bedford.

3.
Georgianne Dunn

34 Ransom Rd

[redacted]

4.
Margaret S Dimmock

330 Woods Hole Rd Falmouth

[redacted]

5.
Barbara Christopher

254 Woods Hole Road, Falmouth, MA 02540

[redacted]

Every element of the freight traffic on Woods Hole Road negatively impacts us: the early morning heavy, noisy traffic, the speed of the trucks, the impact on the road itself where every hump, hole and crack is accentuated by the heavy trucks.

6.
Mary Jo Mahan

3 Kettle Hole Rd

[redacted]

7.
Brian Mahan

3 Kettle Hole Rd

[redacted]

8.
Barbara Zeidan

9 Huettner Rd

[redacted]

The increased Steamship Authority traffic and the increased buses that consistently exceed the speed limit makes it so dangerous when walking on Woods Hole Road to get to Church Street or into Woods Hole. The buses drive so fast that the wind from the bus feels like it will knock you over. So frustrating and scary! No regard for pedestrian safety.

9.
Dr. John Gore

30 Woods Hole Road

[redacted]

It's not just the number of trucks - it's the noise, speed and danger that matter. It is essential, whatever the schedule, to institute traffic calming and penalize truckers who do not mitigate noise level and speed.

10.
Ron April

448 Woods Hole Rd

[redacted]

11.
CARISSA APRIL

448 Woods Hole Rd

[redacted]

12.
Richard Hugus

312 Woods Hole Rd.

[redacted]

13.
Mary R Thompson

14.
Robert Bennett

312 Woods Hole Rd.

[redacted]

15.
Diane Buhl

35 Carey Lane

[redacted]

16.
Mark Polebaum

35 Carey Lane

[redacted]

17.
Martha Bennett

503 Sippewissett Rd Falmouth

[redacted]

18.
Andrea Anderson

471 Sippewissett Road

[redacted]

---------- Forwarded message ---------
From: **Nathaniel Trumbull** <[redacted]
Date: Fri, May 29, 2020 at 7:35 PM
Subject: Submission of petition from 58 Falmouth residents requesting a public hearing about SSA 2021 schedules
To: Robert Davis <rdavis@steamshipauthority.com>, Terence Kenneally <TKenneally@steamshipauthority.com>, <schedules@steamshipauthority.com>

Dear Mr. Davis,

Please find attached a petition from 58 Falmouth residents requesting that the Steamship Authority hold a public hearing about SSA proposed schedules for 2021.

All petitioners are being blind copied in this email.

Thank you for confirming receipt of our petition.

Sincerely,

Nat Trumbull
11 Church St., Woods Hole, MA 02543

Tel. [redacted]

--

Petition to Steamship Authority for Public Hearing on Proposed Schedules in 2021

May 29, 2020

Dear Steamship Authority General Manager Robert Davis,

Following submission of 50 signatures from Falmouth residents and a public hearing on August 26, 2019, the Steamship Authority Board voted to approve the "Report Issued under Section 15A of the Authority's Enabling Act on the Proposed 2020 Summer Operating Schedules" in October 2019. (1) The Report stated that a Long-Range Vineyard Transportation Task Force (2) would begin to function as a response to the Steamship Authority's decision on the public hearing.

The Task Force was supposed to address a wide range of transportation impacts (3) raised by residents during the August 26, 2019 public hearing.

Has the Long-Range Vineyard Transportation Task Force begun to meet? Have Martha's Vineyard residents been appointed to serve as members of the Task Force? Have any recent steps been undertaken to approach New Bedford or other mainland ports about the possibility of serving as a supplemental port for non-time-sensitive freight (for example, bulk construction materials, bulk landscaping materials, construction and demolition waste, single stream recyclables) for shipping to and from Martha's Vineyard? Has the Task Force considered how those steps could begin to create a regional transportation plan to help mitigate impacts in Bourne, Falmouth, and other communities in southeastern Massachusetts?

Our information is that the Task Force has not yet been formed.

We find it unacceptable on the part of the Steamship Authority that it is proposing a 5:30AM freight schedule from Woods Hole terminal for 2021 before the Long-Range Vineyard Transportation Task Force has begun to function. We request that the Steamship Authority postpone approval of a 5:30AM freight schedule from Woods Hole terminal (as in the past, we object to the SSA-related large trucks traveling to the 5:30AM ferry that wake up Falmouth residents beginning at 4:45AM and earlier; we do not object to cars on that ferry) until a future date when the Long-Range Vineyard Transportation Task Force is functioning as the Steamship Authority promised in its Report eight months ago.

We request that you conduct a public hearing, to be held within 14 days of receipt of this petition, on Steamship Authority proposed operating schedules for 2021, per Section 15A of the SSA Enabling Act.

Sincerely,

1 Arden Edwards 353 Woods Hole Road, Falmouth, MA 02540
2 Nina Levinthal c/o Flora Schiminovich, 7 Hilton Ave., Woods Hole
3 Laura Hastings 18 Spencer Baird Road, Woods Hole, MA
4 Jennifer Hastings 18 Spencer Baird Road, Woods Hole, MA 02543

5 Jan Elliott PO Box 598 Woods Hole MA 02543
6 Ann Newbury PO Box 724, Woods Hole MA 02543
7 John E. Dowling 106 Ransom Road, Falmouth
8 Patricia Tucker 1 Buzzards Bay Ave., Woods Hole
9 Camilla King 16 Butler St, Woods Hole
10 Peter Shile 25 Gardiner Road, Woods Hole, MA 03543
11 Anne D. Halpin 319 Woods Hole Rd. Falmouth 02540
12 Richard Lovering 338 Woods Hole Rd, Falmouth MA 02540
13 Stephen Gellis 24 Spencer Baird Rd Woods Hole
14 Elizabeth Farnham 101 Stoutenburgh Lane
15 David Hastings 18 Spencer Baird Rd. Woods Hole MA
16 Judith G. Stetson 261 Quissett Ave., Woods Hole, MA 02543
17 Jane E. Atwood 41 High Street, Woods Hole MA 02543
18 David Tucker 1 Buzzards Bay Avenue, Woods Hole, MA 02543
19 Bonnie Simon 144 Gardiner Rd., Woods Hole
20 Paul Lobo 114 Ships Watch Falmouth
21 Penelope McGill 8 Quissett Harbor Rd. Falmouth
22 Joseph Klimek 8 Quissett Harbor Rd. Falmouth
23 Hannah Coppola 40 Eric Clauson Lane, Falmouth, MA
24 Judith L. Day 55 Larches Way, PO Box 717, Woods Hole, MA 02543
25 Kate N. Day 5 Bowditch Road, Woods Hole MA
26 Russell G Murphy 5 Bowditch Road, Woods Hole 02543
27 Philip L Richardson 146 Church Street, Woods Hole, MA
28 Trina 19 Standpipe Hill Rd, Woods Hole, MA 02543
29 Bronwen Polloni 24 Sumner Street, Woods Hole
30 Walt Schanbacher 14 Cowdry Road, Woods Hole, MA 02543
31 Gerald J Fine 21 Church Street, Woods Hole
32 Catherine Bumpus 45 Millfield St Woods Hole, MA 02543
33 Nan Schanbacher 14 Cowdry Rd, Woods Hole, MA 02543
34 James Mavor 19 Standpipe Hill Rd, Woods Hole, MA
35 John Bruce 14 School St., Woods Hole
36 Jonathan Goldman 12 Sidney Street, Woods Hole
37 Nicole Goldman 12 Sidney Street, Woods Hole, MA 02543
38 Wendy Nies
39 Eugenie Kuffler 49 Gosnold Road, Woods Hole 02543, MA
40 Rebecca Truman 3 Little Harbor Road, Woods Hole
41 Julia Leshin 59 Church Street, Woods Hole MA 02543
42 Barbara Jones 38 Locust St, Falmouth, MA 02540
43 Suzanne Kuffler 49 Gosnold Road, Woods Hole
44 Richard Balkin 3 Oyster Pond Rd
45 Valerie Walbek 32 Buzzards Bay Avenue
46 Susanna McKenna 90 Woods Hole Rd.
47 Gregory Wozena 296 Woods Hole Rd., Falmouth, MA
48 Shirley Wozena 296 Woods Hole Rd, Falmouth, MA 02540
49 Nan Logan 482 Woods Hole Road
50 Alberto Collasius jr 11 Juniper Point Rd
51 Damien Kuffler 49 Gosnold Rd., Woods Hole, MA 02543
52 Diana Roth 42 Glendon Road, Woods Hole
53 Margaret McCormick 44 Quissett Ave, Woods Hole MA 02543
54 Kristin Alexander 101 Cumloden Drive, Falmouth, MA 02543
55 Andrew R Solow 44 Quissett Ave, Woods Hole MA 02543

56 Elena Trumbull 11 Church St., Woods Hole MA 02543
57 Nat Trumbull 11 Church St., Woods Hole MA 02543
58 John Woodwell 64 Church St., Woods Hole MA 02543

(1) See https://www.steamshipauthority.com/writable/versioned_downloadable_forms/path/report_-_proposed_2020_summer_operating_schedules_-_final.pdf

(2) The purpose of the Long-Range Vineyard Transportation Task Force ("Report," pg. 15) is "to identify reasonable steps that can be taken to address issues and concerns about freight and other traffic in each of those communities [Falmouth, Oak Bluffs, Tisbury, and New Bedford]."

(3) For photographs of those and other impacts, see www.woodshole.net

Steve Sayers

From:	Nathaniel Trumbull <[redacted]>
Sent:	Tuesday, June 30, 2020 11:37 AM
To:	Kathryn Wilson; James Malkin; Robert Ranney; Robert Jones; Moira Tierney
Cc:	Doug Brown; Doug Jones; megan.english-braga@falmouthma.gov; sam.patterson@falmouthma.gov; William.Straus@mahouse.gov; Mark.Montigny@masenate.gov; Antonio.Cabral@mahouse.gov; David.Vieira@mahouse.gov; Fernandes, Dylan - Rep. (HOU); susan.moran@masenate.gov; julian.cyr@masenate.gov; nancy.taylor@falmouthma.gov; Robert Davis; schedules; Robert Munier
Subject:	Results of 10-day SSA truck monitoring in Woods Hole village and 5:30AM freight ferry
Attachments:	Results of 10 day SSA truck monitoring in Woods Hole village June 17 to 26 2020.pdf

WARNING: This email originated from outside of The Steamship Authority. Please use **CAUTION** when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

Dear Steamship Authority Board members,

As you may know, a citizens group has been monitoring truck traffic on the 5:30AM freight ferry out of Woods Hole village over a 10-day period.

The results of this monitoring are attached to this email and are respectfully submitted for your consideration as you work on the 2021 summer schedule from Woods Hole village. (Additional evidence relating to the necessity of 5:30AM trips is being gathered and will be submitted in the near future.)

This monitoring evidence: (1) highlights, again, the negative impacts of the 5:30AM freight ferry on Falmouth and Woods Hole neighborhoods; (2) challenges the basic justification for the 5:30AM freight ferry - that the goods and materials shipped on these trips are "essential" within that time frame; and, (3) demonstrates consistent violations of permitted arrival times and multiple failures of the SSA to enforce arrival time regulations.

We ask that you consider this new information as you work on next summer's schedule.

Thank you.

Sincerely,

For the petitioners, Nat Trumbull
[redacted]

Results of 10-day monitoring of truck arrival times at Woods Hole Terminal, June 17 – June 26, 2020

Violations of early arrival rule at Woods Hole Terminal

The first permitted truck arrival time at WH Terminal is 5:10AM.

Day 1.

June 17 (Wed.)

Arrival time at Crane St. bridge

4:55AM Truck with stones (also circled down Water St. first)

Video of stones truck turning onto Water St. WH Village
(see https://youtu.be/e0P-xja6B38)
Video of stones truck arrival at WH Terminal
(see https://youtu.be/PbIvWkZAuzs)

5:06AM Cape Coastal, appears to be carrying landscaping materials
(https://youtu.be/9DOR8bXZlCg and 2:00 timestamp)

Day 2.

June 18 (Thurs.)

Arrival time at Crane St. bridge

4:55AM UPS cab
4:59AM US Foods (see https://youtu.be/BAPgHLUpZwI for this and following trucks)
4:59AM Appliance truck
5:00AM Crane Appliance
5:01AM Crane Appliance
5:02AM Gordon Food Service

Day 3.

June 19 (Fri.)

Arrival time at Crane St. bridge

4:57AM Service Milton truck (see https://youtu.be/wbrAje3sABk for this at 4:00 timestamp and other trucks below)
4:58AM Sid Wainer and Son
4:58AM Dole and Bailey Food Service
5:06AM Crane Appliance (goes down Water St., will circle back at 5:08AM)
5:07AM Sysco (dangerously stops at WH Road, Crane St. intersection for 2 min.)
5:07AM Sysco (dangerously stops at WH Road, Crane St. intersection for 2 min.)
5:09AM Silvia Nursery (dangerously cuts ahead of first stopped Sysco truck at intersection)
5:09AM US. Foods (dangerously cuts ahead of first stopped Sysco truck at intersection)

Day 4.

June 20 (Sat.)

Arrival time at Crane St. bridge

4:53AM black plastic delivery (goes to Water/Railroad, see at 5:01AM in video)
4:59AM Sysco (see https://youtu.be/YGJnWJNYGuE at 6:00 timestamp for this and trucks below)
5:00AM horses delivery (goes to Water/Railroad, see return to Crane St. bridge at 5:05AM)
5:01AM black plastic delivery on truck
5:03AM Sid Wainer and Son

Day 5.

June 21 (Sunday)

4:57AM red cab with approx. 48′ trailer
(see https://youtu.be/mtqCpJPbQ-Y at Church St. intersection)

Day 6.

June 22

4:52AM Dennison Lubricants truck (leaves WH Terminal to go back in Falmouth direction (see https://youtu.be/egiIAN7g2xM)
5:00AM Ritz cracker truck (see https://youtu.be/9LTK_3Q20g0 at 0:30 timestamp for this and other trucks below)
5:07AM Dennison Lubricants truck is back from Falmouth direction
5:08AM Gordon Food Service
5:08AM US Foods
5:08AM Service truck (Milton)
5:09AM Sysco

Day 7.

June 23 (Tues.)

4:58AM Dole and Bailey Food Hub
(see https://youtu.be/kg5OmDBlaqY and 05:49 min. time stamp)
5:08AM F.B. Webb Company (Daikin AC)
5:08AM Cape Cod Commercial Linen

Day 8.

June 24 (Wed.)

4:43AM Black truck observed parked at Sands of Time (license CT AU45364), see again at 4:58 below

4:58AM Ron's Trucking "We Do When They Won't"
(see https://youtu.be/reGXAYi8w9M for this and other trucks below)
4:59AM Black truck above
5:07AM White truck with trailer
5:09AM Sid Wainer and Son
5:09AM Crane Appliance

Day 9.

June 25 (Thurs.)

4:55AM F.W. Webb truck observed parked at Sands of Time, see again at 5:09AM below

5:06AM Crane Appliance (see https://youtu.be/mcx0LSxev5M at 14 min. timestamp for this truck and other trucks below)
5:08AM Crane Appliance
5:09AM F.W. Webb (appliances)
5:09AM Gordon Food

Day 10.

June 26 (Fri.)

4:46AM Jordan's Furniture truck returns from Woods Hole in Falmouth direction (see video at https://youtu.be/7XEkts3UH4g)

4:58AM White straight truck, unmarked
(see https://youtu.be/29r7qWM5mw0 at 6:35 min. timestamp for this truck and other trucks below)
5:07AM Jordan's Furniture
5:08AM Jordan's Furniture
5:09AM HT Berry
5:09AM Sysco

Steve Sayers

From: Nathaniel Trumbull <[redacted]>
Sent: Tuesday, July 21, 2020 7:25 AM
To: Kathryn Wilson; James Malkin; Robert Ranney; Robert Jones; Moira Tierney
Cc: megan.english-braga@falmouthma.gov; sam.patterson@falmouthma.gov; William.Straus@mahouse.gov; Mark.Montigny@masenate.gov; Antonio.Cabral@mahouse.gov; David.Vieira@mahouse.gov; Dylan - Rep. (HOU); susan.moran@masenate.gov; julian.cyr@masenate.gov; nancy.taylor@falmouthma.gov; Robert Davis; schedules; Robert Munier; Doug Brown
Subject: Results of 8-day monitoring of truck inventory on 5:30AM freight ferry from Woods Hole village
Attachments: Results of 8 day monitoring of truck inventory on 530AM ferry.pdf

WARNING: This email originated from outside of The Steamship Authority. Please use **CAUTION** when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

Dear Steamship Authority Board Members,

As you know, a citizens group has been monitoring freight truck traffic on the 5:30AM ferry to Martha's Vineyard out of Woods Hole Village.

On June 30, 2020, you received via email this citizen's group's first report detailing the arrival times of trucks for this ferry, together with supporting video materials. This report covered the period June 17 to June 26 2020.

We are pleased to submit this second report which describes the observable contents of the goods and materials shipped on these truck trips from June 17 to June 24, 2020.

In terms of total numbers, 87 trucks were carried on the 5:30AM freight ferry over this eight day period. 44 trucks were carrying no food at all and included such non-time sensitive items as stones, landscaping materials and equipment, and lumber. The details of this monitoring are attached to this email.

As noted in the June 30 report, this evidence once again challenges one of the basic justifications for the 530AM freight ferry from Woods Hole - that the majority of goods and materials shipped on these trips are "essential" within that time frame.

We respectfully ask that you consider the information contained in our two reports as you work on the 2021 summer schedule from Woods Hole to the Vineyard.

Thank you.

For the petitioners, Nat Trumbull
[redacted]

Monitoring of truck inventory on 5:30 freight ferry, WH to VH, June 17 to June 24, 2020

*Trucks on 5:30AM ferry without food

June 17, 2020, Wednesday

1. Truck with stones*
2. Sysco
3. Brown tank truck (unclear what liquid is, but not food)*
4. Sysco
5. Sysco
6. Ritz cracker truck
7. Marvin (house materials)*
8. Truck (countertops)*
9. Unidentified white truck (food is unlikely, no refrigeration unit)*
10. Utility truck*
11. Red dump truck (definitely not food)*
12. Yellow truck carrying lumber*
13. Truck with covering on trailer (likely landscaping materials)*
14. Sid Wainer
15. Crane Appliance*

June 18

1. M.A.P. Insulation Co.*
2. UPS large cab (no trailer)*
3. Crane Appliance*
4. Crane Appliance*
5. U.S. Foods
6. F.W. Webb (appliances)*
7. Gordon Food Service
8. Gordon Food Service
9. Sid Wainer and Son
10. Truck with black garbage-like containers on back, labeled Trident*
11. Mid-Cape (says "Views" on truck, possibly windows)*

June 19

1. Sid Wainer and Son
2. Dole and Bailey Food Hub
3. Crane Appliance*
4. Sylvain Nursery*
5. US. Foods
6. Sysco
7. Sysco
8. Crane Appliance*
9. Gordon Food Service
10. Gordon Food Service
11. US. Foods
12. US. Foods

13. Sid Wainer and Son
14. Sysco
15. Service truck*

June 20

1. Sysco
2. Sid Wainer
3. Crane Appliance*
4. Crane Appliance*
5. Crane Appliance*
6. Boat on trailer*
7. Truck carrying some black stackable plastic items (100% not food)*
8. Horse trailer with horses*

June 21, Sunday

1. Landscaping tractor*

June 22

1. Dennison Lubricants*
2. US Foods
3. Milton Service truck*
5. Ritz cracker truck
6. Gordon Food Service
7. Gordon Food Service
8. Sysco
9. Sysco
10. Sid Wainer and Son
11. Sysco
12. White truck unmarked (unlikely food, no refrigeration unit)*
13. Empty long truck*

June 23

1. Dole and Bailey Food Hub
2. US. Foods
3. US. Foods
4. Gordon Food Service
5. Gordon Food Service
6. Black covered truck with garbage-like container (definitely not food)*
7. Truck with empty truck bed*

8. Daikin (appliances)*
9. Cape Cod Commercial Linen*
10. Sid Wainer and Son
11. Landscaping equipment/large tractor carried on truck*

June 24

1. Spacefitters, black truck*
2. Sid Wainer and Son
3. Baynes Electric Supply*
4. Truck with covered goods (looks like lumber)*
5. Crane Appliances*
6. Sysco
7. Sysco
8. Ron's Trucking Corp. (looks like moving company, not food)*
9. Ritz cracker truck
10. Cape Cod Linen*
11. Sysco
12. Crane Appliance*
13. Heavy red construction truck loaded with sand*

Results of 8-day monitoring of truck inventory on 5:30AM freight ferry, WH to VH, June 17 to June 24, 2020

Monitoring of truck inventory on 5:30AM freight ferry, Woods Hole to Vineyard Haven, June 17 to June 24, 2020

87 trucks were carried on the 5:30AM freight ferry over the 8-day period of June 17 to June 24, 2020

44 trucks were carrying no food at all, and included such non-time-sensitive items as stones, landscaping materials and equipment, and lumber

*Trucks on 5:30AM ferry without food

Day 1.

June 17, 2020, Wednesday

1. Truck with stones*
2. Sysco
3. Brown tank truck (unclear what liquid is, but not food)*
4. Sysco
5. Sysco
6. Ritz cracker truck
7. Marvin (house materials)*
8. Truck (countertops)*
9. Unidentified white truck (food is unlikely, no refrigeration unit)*
10. Utility truck*
11. Red dump truck (definitely not food)*
12. Yellow truck carrying lumber*
13. Truck with covering on trailer (likely landscaping materials)*
14. Sid Wainer
15. Crane Appliance*

Day 2.

June 18

1. M.A.P. Insulation Co.*
2. UPS large cab (no trailer)*
3. Crane Appliance*
4. Crane Appliance*
5. U.S. Foods
6. F.W. Webb (appliances)*
7. Gordon Food Service
8. Gordon Food Service
9. Sid Wainer and Son
10. Truck with black garbage-like containers on back, labeled Trident*
11. Mid-Cape (says “Views” on truck, possibly windows)*

Day 3.

June 19

1. Sid Wainer and Son
2. Dole and Bailey Food Hub
3. Crane Appliance*
4. Sylvain Nursery*
5. US. Foods
6. Sysco
7. Sysco
8. Crane Appliance*
9. Gordon Food Service
10. Gordon Food Service
11. US. Foods
12. US. Foods
13. Sid Wainer and Son
14. Sysco
15. Service truck*

Day 4.

June 20

1. Sysco
2. Sid Wainer
3. Crane Appliance*
4. Crane Appliance*
5. Crane Appliance*
6. Boat on trailer*
7. Truck carrying some black stackable plastic items (100% not food)*
8. Horse trailer with horses*

Day 5.

June 21, Sunday

1. Landscaping tractor*

Day 6.

June 22

1. Dennison Lubricants*
2. US Foods
3. Milton Service truck*
5. Ritz cracker truck
6. Gordon Food Service
7. Gordon Food Service
8. Sysco
9. Sysco
10. Sid Wainer and Son
11 Sysco
12. White truck unmarked (unlikely food, no refrigeration unit)*
13. Empty long truck*

Day 7.

June 23

1. Dole and Bailey Food Hub
2. US. Foods
3. US. Foods
4. Gordon Food Service
5. Gordon Food Service
6. Black covered truck with garbage-like container (definitely not food)*
7. Truck with empty truck bed*
8. Daikin (appliances)*
9. Cape Cod Commercial Linen*
10. Sid Wainer and Son
11. Landscaping equipment/large tractor carried on truck*

Day 8.

June 24

1. Spacefitters, black truck*
2. Sid Wainer and Son
3. Baynes Electric Supply*
4. Truck with covered goods (looks like lumber)*
5. Crane Appliances*
6. Sysco
7. Sysco
8. Ron's Trucking Corp. (looks like moving company, not food)*
9. Ritz cracker truck
10. Cape Cod Linen*
11. Sysco
12. Crane Appliance*
13. Heavy red construction truck loaded with sand*

Steve Sayers

From: David Tucker <[redacted]>
Sent: Saturday, June 13, 2020 5:25 PM
To: schedules
Cc: Nathaniel Trumbull
Subject: truck traffic

WARNING: This email originated from outside of The Steamship Authority. Please use CAUTION when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

We Tuckers trace our Woods Hole residency to the 1950s and to our home ownership in Woods Hole to 2010. We want to put in writing that we are strongly opposed to the proposed significant increase by the Authority of truck traffic on Woods Hole Road to and from the ferry terminal downtown. The village should not be further burdened by all of the noise that the truck traffic creates. Please respect our wishes to keep the village and Falmouth a place of quiet enjoyment.

Dave and Pat Tucker
1 Buzzards Bay Avenue
Woods Hole, MA 02543

Steve Sayers

From: hdfatboy2001 <[redacted]>
Sent: Saturday, June 13, 2020 10:59 AM
To: schedules
Subject: Truck traffic on Woodshole rd. is an accident waiting to happen..Its not a matter of if its a matter of WHEN!!!

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Sent from my Sprint Samsung Galaxy S10+.

Steve Sayers

From: [redacted]
Sent: Saturday, June 13, 2020 10:29 AM
To: schedules
Subject: Truck traffic Woods Hole road.

WARNING: This email originated from outside of The Steamship Authority. Please use **CAUTION** when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

I would like to see eighteen wheeler traffic from the end of rt 28 to Woods Hole eliminated. I believe we're waiting for a disaster to occur. Trucks are carrying every conceivable supply to the Vineyard. These include tanker vehicles carrying highly toxic and combustible substances. These trucks have to make a precarious turn at the intersection of rt28, Main St and Palmer Av where automobile traffic must navigate to avoid a collision. I once saw four tourists peddling down Woods Hole Rd on a surrey bike. Of course they had no idea they were putting their lives in danger. I have also observed as much as nine eighteen wheelers in a parade to Woods Hole. This is a narrow two lane road not built for trucks of this type. They should be going out of New Bedford. I hope we don't have to see a major disaster to occur before the right thing is done.
Tree Tops Resident, Woods Hole Road

Sent from AOL Mobile Mail.

Steve Sayers

From: Jane Vose [redacted]
Sent: Wednesday, June 17, 2020 7:33 AM
To: schedules
Cc: John Vose
Subject: Woods Hole

WARNING: This email originated from outside of The Steamship Authority. Please use **CAUTION** when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

Dear Sirs,
I strongly object to the proposed January 4, 2021- January 4, 2022.
I strongly object to you growing truck traffic on a road never designed to service a community of early 200,000. You must find alternatives.
Thank you,

Jane

Steve Sayers

From: John Vose [redacted] >
Sent: Wednesday, June 17, 2020 8:01 AM
To: schedules
Subject: traffic volume Woods Hole Road

WARNING: This email originated from outside of The Steamship Authority. Please use CAUTION when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

I am opposed to the continuing increase in vehicular traffic to the Vineyard, particularly early boat for trucks.

Sincerely,
John T. Vose

Steve Sayers

From: CAROL WAGNER <[redacted]>
Sent: Wednesday, June 17, 2020 1:23 PM
To: schedules
Subject: Proposed Operating Schedules 2021

WARNING: This email originated from outside of The Steamship Authority. Please use **CAUTION** when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

Dear SSA Board Members:

To save myself some time I have simply copied and pasted a letter sent to the Board in 2017. Nothing has changed.

31 July 2016

The Steamship Authority
Proposed Schedule Changes
P.O. Box 284
Woods Hole, MA 02543

RE: Proposed Schedule Changes 2017

To whom it may concern:

With your publication of the proposed Early Spring and Spring Operating Schedules for 2017 and the request for public comment on these schedules, we are making the following observation:

The 5:30am departure from Woods Hole is continued despite persistent requests from people living on Woods Hole Road to discontinue this scheduled trip. A 5:30am departure translates to vehicles traveling on Woods Hole Road as early as 4:30am.

This schedule was unacceptable in 2017 and it still is unacceptable.

Stephen and Carol
526 Woods Hole Road
Woods Hole, MA 02543

Steve Sayers

From: Don Weiss <[redacted]>
Sent: Sunday, June 14, 2020 2:26 PM
To: schedules
Subject: Woodshole Road truck traffic

WARNING: This email originated from outside of The Steamship Authority. Please use **CAUTION** when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

We live on Woodshole Road and the noise from the 4am trucks are disturbing our sleep. The early morning freight boat should be scheduled later in the day. Please register our complaint about the noise generated from 4am truck traffic headed for the 4:30 am freight boad.
Don and Myrna Weiss
Treetops/120 Woodshole Road

Steve Sayers

From: John Woodwell [redacted] >
Sent: Saturday, June 13, 2020 2:29 PM
To: schedules
Cc: Nathaniel Trumbull
Subject: SSA Freight and Too Many Cars Through Woods Hole

WARNING: This email originated from outside of The Steamship Authority. Please use **CAUTION** when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

Members of the Board,

The experiment of running freight traffic through Woods Hole at 5:30 in the morning continues to be a miserable failure. The testimony by residents of Falmouth and Woods Hole whose sleep is disturbed by your freight in the wee hours of every morning for six months of the year should have been enough for you to throw in the towel on the experiment years ago. There is nothing that arrives on Martha's Vineyard at 6:15 in the morning that cannot arrive at 9:15, or at noon, or in the afternoon, or evening, and it can all, and should all, be run out of New Bedford.

In addition, the SSA is now pushing huge numbers of cars onto Martha's Vineyard, more than twice as many as the people of Martha's Vineyard asked for in their 1997 resolution. These days the transportation system on Martha's Vineyard is a mess because the SSA has packed so many cars onto the island that there is gridlock. Why on Earth would you continue to refuse to listen and refuse to care about this problem that you created?

It is time to move forward into the 21st century by 1) eliminating the 5:30 AM freight boat, 2) moving all freight through New Bedford, and 3) steadily reducing trips until the SSA is in conformance with the 1997 resolution.

Thank you,

John Woodwell

John C. Woodwell, Ph.D.
Church Street
Woods Hole,

Steve Sayers

From: Barbara Zeidan <[redacted]>
Sent: Monday, June 15, 2020 10:37 AM
To: schedules
Subject: Steamship authority bus drivers consistently speeding on Woodshole rd.

WARNING: This email originated from outside of The Steamship Authority. Please use CAUTION when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

Hello,
The steamship Authority bus drivers exceed the speed limit making it extremely Dangerous for Pedestrians walking on the sidewalk on near Glendon , Standpipe and Church street. I tried to signal for a bus Driver to slow down last summer ad they actually gave my the finger.

Sent from my iPhone